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DRAFT ENVIRONMENTAL IMPACT REPORT

1634–1690 Pine Street Mixed-Use Project

PLANNING DEPARTMENT CASE NO. 2004.0764E

STATE CLEARINGHOUSE NO. 2007042045

EIR Publication Date: DECEMBER 31, 2008

EIR Public Hearing Date: FEBRUARY 12, 2009

EIR Public Comment Period: DECEMBER 31, 2008 TO FEBRUARY 17, 2009

Written comments on this document should be sent to:

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DATE: December 31, 2008

TO: Distribution List for the 1634-1690 Pine Street Mixed-Use Project

FROM: Bill Wycko, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 1634-1690 Pine Street Mixed-Use Project (Planning Department File No. 2004.0764E)

This is the Draft of the Environmental Impact Report (EIR) for the 1634-1690 Pine Street
held on the adequacy and accuracy of this document. After
ll prepare and publish a document titled "Comments and
mmary of all relevant comments on this Draft EIR and our
nay also specify changes to this Draft EIR. Those who testify
will automatically receive a copy of the Comments and
notice of the date reserved for certification; others may
and Responses and notice by request or by visiting our
with the Comments and Responses document will be
nission in an advertised public meeting and will be certified
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To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided to the Major Environmental Analysis division of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

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This is the Draft of the Environmental Impact Report (EIR) for the 1634-1690 Pine Street Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Comments and Responses" that will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive a copy of the Comments and Responses and notice by request or by visiting our office. This Draft EIR together with the Comments and Responses document will be considered by the Planning Commission in an advertised public meeting and will be certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final EIR. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one document, rather than two. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided to the Major Environmental Analysis division of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

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1634-1690 Pine Street Mixed-Use Project
Draft Environmental Impact Report

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I. SUMMARY

A. INTRODUCTION

This is the Draft Environmental Impact Report (EIR) for the 1634-1690 Pine Street Mixed-Use Project, prepared in accordance with the California Environmental Quality Act (CEQA). The project sponsor, the A.F. Evans Company, Inc., proposes to demolish five buildings (two, two-story unreinforced masonry buildings; two, one-story unreinforced masonry buildings; and a one-story concrete building) and a surface parking lot, and to construct a 283-unit residential building with one approximately 155-foot-tall, 15-story tower and one 240-foot-tall, 24-story tower, connected together by an 18-foot high lobby. The proposed building would include ground floor commercial/restaurant space and a five-level, 317-space (including two car-share spaces) underground parking garage. The project site is approximately 35,460 square feet (sq.ft.), or 0.81 acre in size. The proposed building would total up to approximately 377,815 sq.ft. of floor area. The proposed project would contain 140 one-bedroom and 143 two-bedroom units. The basement parking garage with access on Pine Street would include two off-street loading spaces, 283 independently-accessible residential parking spaces, 32 commercial valet-assisted parking spaces, two car-share spaces, five motorcycle spaces and 90 bicycle spaces.

In addition, A.F. Evans is pursuing, as part of this project, a legislative amendment to the San Francisco *Planning Code* Section 315 et seq to permit the sponsor to fulfill the obligation to provide affordable housing off-site.

B. PROJECT DESCRIPTION (page 31)

The project site is located in the east area of the Pacific Heights neighborhood in San Francisco, on the northeast corner of Pine Street and Franklin Street. The project site consists of six parcels located at 1634-1690 Pine Street, Assessor's Block 0647; Lots 007, 008, 009, 010, 011, and 011a within an NC-3 (Neighborhood Commercial, Moderate-Scale) District. The boundaries of the project block are California Street along the north side, Van Ness Avenue on the east side, Pine Street along the south side, and

Franklin Street along the west side. The site slopes down to the east toward Van Ness Avenue and up to the west toward Franklin Street.

Existing development on the project site includes two, two-story unreinforced masonry buildings; two, one-story unreinforced masonry buildings; a one-story concrete building; and a 22-space surface parking lot. The buildings are vacant with the exception of a car rental office and distribution center at 1644 Pine Street.

The project sponsor, A.F. Evans Company, Inc., proposes to demolish the existing buildings and construct a residential building with two towers connected by an 18-foot high entrance lobby that would contain 283 residential units; approximately 6,380 square feet of ground floor commercial/restaurant space; and about 317 parking spaces (including two car-share spaces), for a total area of up to approximately 377,815 square feet. Tower One (the west tower) would be 24 stories and approximately 240 feet in height, and would be set back approximately 22 feet from the Pine Street property line. Tower Two (the east tower) would be 15 stories and approximately 155 feet tall, and would front on the Pine Street property line. Pedestrian access would be from Pine Street.

The proposed residential unit mix would include 140 one-bedroom units and 143 two-bedroom units. The basement parking garage with access on Pine Street would have two off-street loading spaces and 317 parking spaces, including 283 independently accessible residential parking spaces, 32 valet-assisted commercial parking spaces, two car-share parking spaces, 90 bicycle spaces and five motorcycle spaces. Of the 283 spaces, 12 would be handicapped-accessible parking spaces.

The project would meet the open space requirements of *Planning Code* Section 125 by providing both private and commonly-accessible useable open space. The proposed project would be required to provide a total of approximately 8,500 sq.ft. of commonly-accessible useable open space and the project would meet this requirement with a total of about 8,500 sq.ft. of common open space. In addition, the project would provide private 36-sq.-ft. balconies for approximately 107 units, for a total of about 3,852 sq.ft. of private open space. The project would have a total of 12,300 sq.ft. of private and common open space.

The project sponsor proposes to meet the inclusionary housing requirements for the project at an off-site location, at 800 Presidio Avenue (at Sutter Street), as part of its separate project proposed at that site. *Planning Code* Section 315.5 allows a project's provision of inclusionary housing units at another site within a 1½ mile radius of the subject project site. There is an annual cap to limit the number of these off-site inclusionary housing units, which approval is on a "first-come, first serve" basis. Therefore, should the annual cap be reached before the project sponsor can apply for the off-site inclusionary housing and its requirements, the project sponsor may have to request re-zoning of the 800 Presidio as a Special Use District, and to provide for greater flexibility than that afforded by Section 315.

The project sponsor and owner is A.F. Evans Company, Inc., and the architectural firm is Heller Manus.

Following completion and certification of the Final EIR, the proposed project requires the following approvals (*italic font* signifies acting bodies):

- Zoning Map amendment to reclassify the Height and Bulk controls from the currently zoned 130-E to 240-G. *Planning Commission (approval), Board of Supervisors (adoption), and Mayor (signature).*
- Conditional Use Authorization for:
    (1) Planned Unit Development (PUD). Under a PUD, the allowable density on the site would be up to one dwelling unit per 125 sq.ft. of lot or site area minus one unit, or up to 283 residential units rather than the 177 units allowed under *Planning Code* Section 207.4 in the NC-3 District. The project sponsor would request, as part of the PUD, exceptions from the following requirements of the *Planning Code*:
        (i) Section 154(b), requiring that one loading space have a minimum width of 10 feet, a minimum height of 35 feet, and a minimum vertical clearance of 14 feet;
        (ii) Section 140, requiring that the window of at least one room per unit face onto an open area that meets certain minimum dimensions; and
        (iii) Section 134(a)(1)(C), requiring a rear yard setback equal to 25 percent of the lot depth, at levels occupied by dwelling units.
    (2) Development on a lot of 10,000 square feet or more, and non-residential space exceeding 6,000 square feet in floor area in an NC-3 District. *Planning Commission*
- Possible approval of a Special Use District ("SUD") for the 800 Presidio Avenue project site to allow the proposed project to comply with the inclusionary housing requirement by constructing off-site units more than 1½ mile from the project site. *Planning Commission and Board of Supervisors*
- Building Permit and a Demolition Permit. *Department of Building Inspection.*
- Street Tree Removal Permit. *Department of Public Works.*
- Curb Cut Permit for project garage driveway. *Department of Public Works.*

C. MAIN ENVIRONMENTAL EFFECTS (page 53)

This EIR for the proposed project focuses on the issues of land use, transportation and circulation, cultural resources, wind, and shadow. All other potential environmental effects were found to be less than significant or reduced to a less-than-significant level with mitigation measures that the project sponsor would implement. (Please see the Initial Study, included in this document as Appendix A, for analysis of other environmental issues.) Aesthetic effects are discussed in this EIR for informational purposes only. Other CEQA issues are also included in Chapter V of this EIR, among these issues is the cumulative air quality effect of project-generated greenhouse gases and toxic air contaminants.

LAND USE (page 54)

The proposed project would replace the existing buildings and surface parking lot on the project site with a high-density, high-rise residential structure that would include commercial/restaurant space on the ground floor and underground parking. The proposed project would not disrupt or divide the physical arrangement of an established community. It would introduce a residential use to the project site and increase the intensity of land use to the highest in the area to a density allowable under the PUD provisions of the *Planning Code* (Section 304). The proposed project would be approximately 110 feet higher than the existing height limit, require a rezoning of the project site to accommodate the proposed height, and would therefore substantially conflict with existing land use, plans, policies, and regulations.

The proposed uses would be compatible with the mixed-use character of the area surrounding the project site. Nearby land uses include residential, office, retail (including supermarket, restaurant and bar), auto service, church, hotel, financial institutions and parking. There is a variety of building types, sizes, ages, and heights near the proposed project. The neighborhood contains low-density, one- to-three-story residential and commercial buildings. There are also modern, higher density residential and commercial uses in the vicinity, in buildings from one to 26 stories tall, as well as a proposal for construction of a hospital and medical offices for the California Pacific Medical Center south of the project site at Geary Street and Van Ness Avenue. While the proposed project would change the existing vacant buildings and the office and car rental uses in the existing low-rise one- and two-story buildings on the project site, to a high-density, high-rise residential structure that would contain commercial/restaurant space on the ground floor and underground parking, these uses would be similar to the existing uses in the vicinity. The height of the proposed project would be approximately 110 feet higher than the existing 130-E Height and Bulk District on the project site and surrounding properties, which would conflict with land use regulations and policies. In addition, the height of the proposed project would have a substantial impact on the existing character of the project vicinity. Therefore, the project as proposed would result in significant land use impacts.

AESTHETICS (page 67)

Aesthetic Effect

The immediate project vicinity is characterized by a variety of building heights and massing, ranging from traditional to modern, one- to four-story buildings and the 26-story Holiday Inn (on the east side of Van Ness Avenue) and the 14-story San Francisco Towers life-care facility (1641 Pine Street) across from the project site. The mix of land uses and building types is characteristic of the larger area surrounding the project site. There are multiple pockets of older low-density residential buildings (one- and two-units), to the west and east, and older one- to three-story-commercial buildings along Franklin Street and Van Ness Avenue. There are also multiple newer, taller, and high-density residential and commercial buildings in the project area.

The proposed project would provide the same number of units and residential square footage as permitted under existing zoning with approval of a Planned Unit Development, but would allocate the residential units in two towers and would provide ground level open space, rather than a shorter building with required rear yard setbacks that could occupy most of the project site as permitted under NC-3 District zoning. The Tower 1 (west tower) would be 24 stories and 240 feet tall. Approximately 43 feet to the east on the project site, Tower 2 (east tower) would be 15 stories and 155 feet tall. The two towers would be connected by an 18-foot high lobby.

The proposed project design would feature articulated, angled curtain walls adjacent to the entry plaza. The building height and form is intended to reflect some of the building types found in the project vicinity. The building would be clad in pre-cast concrete. Each façade would have vertical sections of concrete siding punctuated with windows flush with the exterior wall, alternating with vertical sections of recessed decks, windows, and doors.

The proposed project would remove eleven street trees along the surface parking lot at the corner of Pine and Franklin streets, and seven trees along the Pine Street frontage sidewalk of the project site. Seventeen street trees around the project perimeter would be proposed as part of the project, as required under the *Planning Code.*

The proposed project's 24-story Tower 1 along Pine and Franklin streets would be taller than buildings in the vicinity, except for the 26-story, approximately 243-foot-tall Holiday Inn across Van Ness Avenue, on the east side, approximately 225 feet east of the project's Tower 2, and over 310 feet east of the taller Tower 1, downhill from the project site. There would be a public plaza area at the Pine Street entrance. The 15-story Tower 2 would be similar in height to the 14-story San Francisco Towers building across the street. The proposed project's Tower 1 would be one of the tallest structures in the neighborhood and would be visually prominent; however it would be set back 22 feet from the Pine Street property line, a design approach that is intended to avoid the creation of a "canyon-like" appearance of buildings along the Pine Street block, between Van Ness Avenue and Franklin Street. The proposed project would be located in an urban setting where there is a wide variation in the design of existing buildings that surround the project site. For these reasons, the proposed building would not substantially degrade the visual character of the neighborhood.

Views

As was determined in the Initial Study analysis (see Appendix A, pages 27 and 28), the proposed project would not block scenic public views or vistas, and therefore, it would have a less-than-significant impact on views. The proposed project buildings would be visible along the Pine Street and Franklin Street view corridors and from Lafayette Park. Views from the Franklin/California intersection to the north of the project site looking across the project block to the southwest would be blocked by the project.

In conclusion, the proposed project would not have a substantial, demonstrable negative aesthetic effect, would not substantially degrade or obstruct a scenic vista observed from a public area, and would not generate obtrusive light and glare.

TRANSPORTATION (page 82)

Based on the Planning Department's standard trip rate for residential space, the proposed project would generate about 3,756 new daily person trips (inbound and outbound) on a weekday, of which approximately 601 would occur during the p.m. peak hour (5:00 to 6:00 p.m.). These 601 p.m. peak hour person trips would include 283 trips by automobile, 195 trips by transit, and 123 trips by walking or other modes. Given the applicable average vehicle occupancy rates, these 283 trips by automobile would translate to about 183 net new vehicle trips during the p.m. peak hour (after subtracting the 32 p.m. peak hour vehicle trips generated by the existing uses on the project site).

The traffic analysis performed for the proposed project[1] examined existing and future operating conditions at six intersections in the vicinity of the proposed project. The study intersections are Van Ness/California, Van Ness/Pine, Van Ness/Bush, Franklin/California, Franklin/Pine, and Franklin/ Bush. Weekday traffic counts were made at these intersections in order to evaluate the existing traffic conditions during the weekday p.m. peak hour (5:00 to 6:00 p.m.). The Planning Department considers intersection levels of service (LOS) ranging from LOS A to LOS D to be acceptable at signalized intersections, while LOS E and F are unacceptable (see Appendix B: Transportation Definitions). Any degradation to LOS E or F (including from LOS E to LOS F) is considered a significant impact on traffic circulation and operations. During the weekday p.m. peak hour, all six of the signalized study intersections currently operate with acceptable conditions at LOS C.

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[1] LCW Consulting, *1634 Pine Street Transportation Study – Final Report, Draft Revision 1*, May 19, 2008. The report is on file and available for public review by appointment as part of Project File No. 2004.0764E at the San Francisco Planning Department, located at 1650 Mission Street.

The addition of project-generated traffic would result in a relatively small change in the average delay per vehicle at the study intersections, and five of the study intersections would continue to operate at the same acceptable service levels as under existing conditions, LOS C. The intersection of Pine/Franklin would degrade to LOS D, which is an acceptable condition.

According to the project's transportation study, traffic volumes and congestion are anticipated to increase over time in the project vicinity. Under 2025 cumulative conditions, the intersection levels of service are not expected to degrade to unacceptable levels at four of the six study intersections, and at these intersections the proposed project would add traffic to movements that would continue to operate satisfactorily (LOS D or better). Under 2025 cumulative conditions, the intersections of Van Ness/Pine and Franklin/Pine would deteriorate to LOS E. The proposed project's contribution to adverse cumulative conditions at the intersections of Van Ness/Pine and Franklin/Pine would not represent a cumulatively considerable contribution. Therefore, the proposed project would not have a significant cumulative traffic impact.

The project site is in an area with a number of public transit lines. The proposed project's residential and commercial/restaurant uses would generate about 195 new transit trips during the weekday p.m. peak hour. With the additional project-generated outbound and inbound transit trips, east-west Muni lines (1-California, 2-Clement, 3-Jackson, 4-Sutter, and C-California), southbound lines (47-Van Ness, and 49-Van Ness-Mission), and regional transit carriers would continue to operate acceptably within their capacity and load standards. The capacity utilization for the northbound lines 47-Van Ness, 49-Van Ness-Mission, and the 19-Polk would increase from 83 percent under existing conditions to 86 percent with the proposed project, exceeding Muni's standard of 85 percent capacity utilization, and therefore the proposed project would result in a significant transit impact. If the proposed Van Ness Avenue Bus Rapid Transit (BRT) project is implemented, total capacity on north/south lines is projected to increase over existing conditions. When the BRT is in operation (projected in 2011), project-generated transit trips would be accommodated on that line without resulting in a significant transit impact.

The project parking garage would have 317 spaces, of which 283 spaces would be for the residential use, 32 spaces would be for the commercial/restaurant use and two spaces would be reserved for car-share providers. All parking spaces, with the exception of the handicapped-accessible and car-share spaces, would be valet parked. The 283 residential units and 6,380 sq.ft. of commercial/restaurant space would result in a demand for approximately 413 parking spaces (368 residential, 45 commercial/restaurant). The long-term residential parking demand of 368 spaces would occur during the overnight hours, and would not be accommodated within the residential parking supply of 283 parking spaces. Hence, the project parking demand would result in a shortfall of 85 spaces. This 85-car overnight overflow could be accommodated within the 32 spaces in the parking garage designated for the commercial/restaurant use and on-street (on-street parking spaces in the project area are not time-limited overnight) or in nearby off-street parking facilities with overnight parking service.

During the weekday midday, the residential parking demand would be about 294 spaces (estimated at 80 percent of the overnight parking demand) and the demand from commercial/restaurant uses would be 45 spaces, for a total demand of 339 spaces. Since a portion of the residential demand would be parked off-site during the evening and overnight hours, the midday parking shortfall would vary, depending on whether the vehicle is parked on-site or off-site. The midday shortfall would range between 24 spaces (294-space residential demand and 45-space commercial/restaurant demand, less the 283 residential parking spaces and the 32 commercial/restaurant parking spaces) and 98 spaces (413-space total parking demand, less the 283 residential and 32 commercial/restaurant parking spaces), which could be accommodated on-street or in nearby parking facilities. Parking deficits are considered social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. As such, the proposed project would not result in significant environmental parking-related impacts.

The *Planning Code* requires that the proposed project provide 283 independently accessible vehicle parking spaces for the residential uses and 29 parking spaces for the commercial/ restaurant use. Since the project would provide 315 parking spaces for the residential (283) and commercial/restaurant uses (32) plus two car-share spaces, it would meet the *Planning Code* requirement for the number of parking spaces for the residential and restaurant uses. As part of the proposed parking supply of 315 (plus two car-share) spaces, the project would be required to provide 12 handicapped-accessible parking spaces, and the project would meet this requirement. The *Planning Code* also requires two independently accessible car-share spaces, and the proposed project would meet this requirement.

During the p.m. peak hour, the proposed project would generate about 123 walking or "other" trips to and from the site in addition to the 195 pedestrian trips associated with the 195 project-generated transit trips. Pedestrian operating conditions on area sidewalks and crosswalks would not noticeably deteriorate with the addition of these walking trips. Hence, both sidewalks and crosswalks would continue to operate at free-flow conditions during the p.m. peak hour.

The *Planning Code* requires that the proposed project provide 90 bicycle parking spaces. The proposed project would meet this requirement within a secure bicycle storage room on the first level of the parking garage. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area, and would not result in a significant bicycle impact.

The *Planning Code* requires two on-site loading spaces for the proposed size of the project, and two spaces would be provided, meeting the *Planning Code* requirement for spaces, however, the project would require an exception for the size of the loading spaces. The project sponsor would request that two metered parking spaces on Pine Street, adjacent to the project site be designated for commercial vehicle loading/unloading spaces. A revised designation of the spaces would need to be approved at a public hearing through the Municipal Transportation Agency (SFMTA).

The proposed project would generate about 33 daily delivery/service vehicle trips, which would result in a demand for two loading spaces during both the peak hour of loading activity (generally between 10:00 a.m. and 1:00 p.m.), and an average hour of loading activity. The freight and service vehicle demand would be accommodated in the two on-site loading spaces and in the two proposed metered, commercial vehicle loading/unloading spaces on Pine Street in front of the project site. Residential move-in and move-out activities are anticipated to occur from the curb on Pine Street. Curb parking on Pine Street could be reserved through the local station of the San Francisco Police Department. The project sponsor has stated that move-in and move-out operations, as well as larger deliveries, would be scheduled and coordinated through building management.

During project construction, anticipated to last approximately 28 months, construction staging would occur primarily on-site, and within either the curb parking lane or the sidewalks adjacent to the project site. Staging and unloading of materials would more likely occur on Pine Street than on Franklin Street (adjacent to the project site, Pine Street has a grade of about five percent, and Franklin Street has a grade of around eight percent). The sidewalks on Pine and Franklin streets, adjacent to the project site, are anticipated to be partially or completely closed during the construction period, and pedestrian traffic would be shifted to a covered pedestrian enclosure on the sidewalk or in the parking lane. It is not anticipated that construction activities would require any travel lane closures. Any temporary sidewalk or travel lane closures would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW).

Throughout the construction period, there would be a flow of construction-related trucks to and from the site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. A majority of the construction-related truck traffic would use U.S. 101 via Van Ness Avenue and Lombard Street to connect with North Bay destinations; Van Ness Avenue and South Van Ness Avenue to connect with the U.S. 101 elevated freeway and South Bay destinations; and Pine, Bush, Fremont and First streets to connect with the Bay Bridge and East Bay destinations. In the immediate vicinity of the project site, truck traffic would enter via Pine Street, and exit the project site via Pine Street then turn right on Franklin Street, then right onto California Street to return to Van Ness Avenue. Construction-related activities would occur Monday through Saturday, between 7:00 a.m. and 8:00 p.m., as stipulated by the Department of Building Inspection. Construction is not planned to occur on Sundays or major legal holidays.

During construction of the proposed project, there would be between about 10 and 85 construction workers per day at the project site, with the greatest number during the building superstructure construction and interior finishes phases. The trip distribution and mode split of construction workers are not known. However, the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, because impacts on local intersections and the transit network would be less than those estimated and analyzed for the proposed project. Construction workers who drive to the site would cause a temporary parking demand. Construction workers would either park on-site or in nearby parking facilities that have available spaces during the day.

In summary, the proposed project would not result in a significant adverse impact on traffic, parking, loading, pedestrian or bicycle conditions. However, the proposed project would result in a significant adverse impact on transit conditions.

HISTORICAL ARCHITECTURAL RESOURCES (page 103)

The five existing buildings on the project site (1634, 1650, 1656, 1660, and 1670 Pine Street) are not included in any federal, state, or adopted local register of historic resources, including *Planning Code* Articles 10 (landmarks) and 11 (architecture). As part of the *1984 Splendid Extended Study*, San Francisco Architectural Heritage gave four of the five buildings (1650, 1656, 1660, 1670 Pine Street) on the project site a "C" rating, indicating they provide contextual significance to their neighborhood. The buildings are not designated San Francisco Landmarks and are not part of a local identified historic district. The firm of Heiman and Schwartz designed three of the buildings (1650, 1660, and 1670 Pine Street) on the project site, and Schwartz may be considered a master architect in San Francisco.

An evaluation of the five Pine Street buildings, by an historic architectural consultant using the criteria of the California Register of Historic Resources, concluded that the buildings are not particularly rare or unique, have minor significance to the area as a whole, and share few characteristics with nearby structures. The historic architectural consultant concluded that the buildings' Contextual "C" rating by SF Heritage is insufficient to qualify them for listing individually on the National Register of Historic Places or the California Register of Historic Resources.

The Planning Department has determined that the project site's buildings are historically significant. Their association with the historic "Auto-Row" period of Van Ness Avenue development meets California Register Criterion 1 (events); and the integrity of their post-1906 earthquake reconstruction renaissance revival architectural meets Criterion 3 (architecture). Although the project site is not located within the *Van Ness Avenue Area Plan*, the five buildings on the project site are part of a larger coherent group of historical automotive support-type properties that surround and contribute to the *Van Ness Avenue Area Plan*'s Automotive SUD and a potential historic automotive-themed district, as discussed in the *Van Ness Avenue Area Plan*. The buildings are associated with other early ancillary automobile-oriented structures in the immediate blocks along Van Ness Avenue, San Francisco's major automobile row, which comprise the potential automotive-themed historic district mentioned above, and encompass the large automotive showrooms of Van Ness Avenue.

Because the 1634, 1650, 1656, 1660, and 1670 Pine Street buildings are considered historical resources, demolition of these buildings would be a significant adverse impact. Further, their demolition would remove some essential features and spatial relationships that contribute to the definition and character of the potential automotive-themed historic district, and thus would constitute a significant cumulative impact. Implementation of Mitigation Measure 5 (page 145) would lessen this impact through documentation, but the loss of the historical resources would remain a substantial adverse impact.

WIND (page 116)

Wind tunnel tests were performed for the project site and vicinity under two scenarios: (1) existing conditions, and (2) existing conditions plus the proposed project. The tests measured existing wind speeds at 28 locations and existing-plus-project wind speeds at 33 locations at or near the project site .

The general vicinity of the project site is moderate to windy. Existing wind conditions at the 28 test locations do not exceed the *Planning Code* wind hazard criterion of 36 equivalent[2] miles per hour (mph).

Eighteen of the 28 test locations currently meet the *Planning Code* pedestrian-comfort criterion of 11 mph (exceeded less than 10 percent of the time). Wind speeds exceed the comfort criterion at ten locations. The highest wind speed in the vicinity occurs at one location (17 mph), at the corner of the San Francisco Towers Senior Center Complex across Pine Street from the project site

With the proposed project, sidewalk conditions would be windier in some locations and less windy in others. The proposed project could add wind hazard exceedances at the tested locations; and may have a significant impact. Implementation of Mitigation Measure 6 (page 146) would reduce this impact to a level of insignificance.

Wind speeds in pedestrian areas under the comfort criterion would be about the same, ranging from 6 to 17 mph, compared to the existing range of 7 to 17 mph. The proposed project would eliminate three existing pedestrian-comfort criterion exceedances and would add three new exceedances in other tested locations. The Planning Department does not consider exceedances of comfort criteria significant impacts.

SHADOW (page 128)

The proposed project would cast shadows at varying times of the day and year on portions of Franklin, California, and Sacramento streets and Van Ness Avenue and their sidewalks, and on nearby buildings. However, the proposed project would not cast new shadow on any open space under the jurisdiction of, or to be acquired by, the Recreation and Park Commission, and thus its shadow impact would be considered less than significant.

D. GROWTH INDUCEMENT (page 136)

The proposed project would construct a residential building with two towers containing 283 residential dwelling units, approximately 6,380 square feet of ground floor commercial/restaurant space, and about 317 parking spaces (including two car-share spaces). The proposed project would increase the daily population on the project site up to approximately 405 new residents and about 16 net new employees. There is a demand for housing in San Francisco, which would exist with or without the project. The proposed project would not induce substantial growth or concentration of population beyond that which would have occurred without the project. Some project residents may relocate from other parts of the Bay Area to be closer to their employment in downtown San Francisco. To the extent that this occurs, the project would reduce commuting. The project would be an infill project in a densely developed urban area. It would not require new or expanded municipal infrastructure not already under consideration or being planned. For these reasons, the proposed project would not cause significant growth-inducing impacts.

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[2] The *Planning Code* uses adjusted equivalent wind speed to define the hazard criterion and the comfort criteria. The hazard criterion speed is a full-hour average speed of 26 mph that is not comparable to comfort criteria data, which has shorter, one-minute averaging intervals. As a result, it is convenient to adjust the hazard speed so that all three criteria estimates are comparable. When adjusted, the hazard criterion wind speed becomes 36 mph, and the comfort criteria remain at 7 mph seating and 11 mph standing/walking.

E. MITIGATION AND IMPROVEMENT MEASURES (page 137)

Measures preceded by an asterisk ("*") are included from the Initial Study.

* MITIGATION MEASURE 1

Construction Air Quality

Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998-2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

Dust can be an irritant causing watery eyes or irritation to the lungs, nose and throat. Demolition, excavation, grading and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

The project sponsor and the contractor responsible for construction activities at the project site shall use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths and intersections, where work is in progress, at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

For projects over one half-acre, the Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Health Department. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement.

Site-specific Dust Control Plans shall require the project sponsor to: submit a map to the Director of Health showing all sensitive receptors within 1000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and to sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.

These regulations and procedures set forth by the San Francisco Building Code would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

* MITIGATION MEASURE 2[3]

Hazards (Contaminated Soil)

STEP 1: PREPARATION OF SITE MITIGATION PLAN

If, based on the results of the soil tests conducted, the San Francisco Department of Public Health (SFDPH) determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, the SFDPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the SFDPH, the SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the SFDPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

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[3] This mitigation measure has been revised from the Initial Study due to additional hazardous materials studies and further review of the documents by the Department of Public Health.

STEP 2: HANDLING, HAULING, AND DISPOSAL OF CONTAMINATED SOILS

(a) Specific Work Practices: If, based on the results of the soil tests conducted, the SFDPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, State, and federal regulations) when such soils are encountered on the site. If there are excavated materials containing over one percent friable asbestos, they would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

(b) Dust Suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) Surface Water Runoff Control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) Soils Replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) Hauling and Disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

STEP 3: PREPARATION OF CLOSURE/CERTIFICATION REPORT

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to the SFDPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

* MITIGATION MEASURE 3

Hazards (PCBs and Mercury)

The project sponsor would ensure that building surveys for PCB- and mercury-containing equipment (including elevator equipment), hydraulic oils, fluorescent lights are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.

* MITIGATION MEASURE 4

Archeological Resources (Testing)

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks, only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5(a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program (AMP). If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented, the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soil-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect

> demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (*Pub. Res. Code* Section 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains, and associated or unassociated funerary objects (*CEQA Guidelines* Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

MITIGATION MEASURE 5

Historic Architectural Resources

Implementation of this mitigation measure would lessen the substantial adverse impact to the historic architectural resources, but not to a less-than-significant level. Therefore, impacts due to the demolition of the 1634, 1650, 1656, 1660 and 1670 Pine Street buildings would remain substantially adverse. In order to partially offset the loss of the buildings, the project sponsor shall, at a minimum, ensure that a complete survey meeting the standards of the Historic American Building Survey (HABS) is undertaken prior to demolition. This survey shall be completed in accordance with HABS level II documentation standards.

- Prior to demolition, the project sponsor shall provide adequate documentation of the existing buildings. The documentation shall be submitted to the City and County of San Francisco Planning Department and found to be adequate prior to authorization of any permit that may be required for demolition of the buildings. In addition, the project sponsor shall prepare and transmit the photographs and descriptions of the property to the History Room of the San Francisco Public Library and the NWIC of the California Historic Information Resource System. The documentation shall include:
    - A video documentary of each property.
    - Photo-documentation of each property to Historic American Building Survey Standards. The standard size of negatives and transparencies (and accompanying prints) are 5-by-7 inches. Other large-format sizes such as 4-by-5 inches and 8-by-10 inches are also acceptable for formal documentation. Roll film, film packs and electronic manipulation of images are not acceptable.
    - Images must be fully identified with the name and location of the structure, a description of the feature or view being photographed, and the direction in which the photograph was taken, as well as the name of the photographer and the date created.
    - Black and white, 35 millimeter photographs of the interior and exterior of the buildings. Negatives and 5-by-7 inch prints should be processed to meet archival requirements (i.e., negatives must be on safety film only; resin-coated paper is not accepted).
    - As-built drawings of the buildings, produced to HABS and Historic American Engineering Record Standards.
    - The available original plans of the buildings shall be included as part of the documentation. All drawings and site plans shall be appropriately conserved at the site or at a qualified repository.
    -
- Prior to demolition, the project sponsor shall salvage the character-defining elements of the existing buildings that are considered to be historically significant, as determined by a qualified architectural historian (and can feasibly be salvaged), and shall seek to donate those elements to an organization such as a local historical society. The features to be salvaged shall be determined by the Planning Department following consultation with a qualified historic resources firm. Features to be salvaged should include primary character-defining features. Donation of the materials to San Francisco Heritage or other entity approved by the Planning Department shall be confirmed by the Planning Department prior to the issuance of demolition permits.

Additional mitigation could include preserving and integrating the façades of the existing buildings into the new building base.

No further mitigation is feasible for the substantial adverse impact of the demolition of the historical architecture buildings, due to the limited options available when demolition is proposed.

MITIGATION MEASURE 6

Wind

Due to the potential for design features of the proposed building to affect ground-level wind speeds, the project sponsor shall test the final design of the project as proposed to the Planning Commission for approval in a wind tunnel in order to identify any exceedances of the wind hazard criterion that would result from construction of the building as proposed. If any wind hazard level exceedances are found, the building design shall be modified in a manner that would demonstrably eliminate any such wind hazard exceedances.

IMPROVEMENT MEASURE 1

Parking

As an improvement measure to reduce the proposed project's parking demand and parking shortfall, and to encourage use of alternative transportation modes, the project sponsor could provide a transportation insert for the move-in packet that would provide information on transit service (Muni and BART lines, schedules and fares), information on where FastPasses could be purchased, and information on the 511 Regional Rideshare Program. The project sponsor could "unbundle" the parking spaces from the sale or rental price of residential units to provide a financial incentive for car-free living.

IMPROVEMENT MEASURE 2

Construction

Any construction traffic occurring between 7:00 and 9:00 a.m. or between 3:30 and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. An improvement measure limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by DPT) would minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.

The project sponsor and construction contractor(s) could meet with the Traffic Engineering Division of the DPT, the Fire Department, Muni, the Planning Department and other City agencies to determine feasible measures to reduce traffic congestion during construction of the proposed project. The temporary parking demand by construction workers would need to be met on-site, on-street, or within other off-street parking facilities.

F. SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED (page 149)

The proposed project, with mitigation and improvement measures, would have the following four significant impacts.

1. The proposed project would be approximately 110 feet higher than the existing height limit on the project site and surrounding properties. This would result in a significant land use impact. The alternatives to the proposed project described on the following pages would avoid this impact, but none of the alternatives would achieve the project sponsor's objectives.
2. The proposed project would have a significant impact on the existing character of the neighborhood.
3. The project as proposed would have a significant impact on Van Ness Avenue north-bound transit lines during the p.m. peak hour (5:00 to 6:00 p.m.). No Mitigation Measure has been identified that would reduce the impact. The No Project Alternative and the Preservation Alternative would avoid this impact, but neither alternative would achieve the project sponsor's objectives.
4. The Planning Department has determined that the five existing buildings at 1634, 1650, 1656, 1660 and 1670 Pine Street are individually eligible for the California Register, and thus are historical resources. Because the five buildings are considered historical resources for CEQA purposes, demolition of these buildings would be a substantial adverse impact. Mitigation Measure 5, delineated in this EIR, would reduce the impact's severity, but not to a less-than-significant level. The No Project Alternative and the Preservation Alternative (described on the following pages and on pages 167 to 169, and 171 to 173, respectively) would avoid this impact, but neither alternative would achieve the project sponsor's objectives.
5. Demolition of the five existing buildings on the project site, which are historical resources, would remove essential features, spatial relationships, and an intact row of historic architectural structures that contribute to the definition and character of the potential automotive-themed historic district. Their removal would compromise the integrity of the potential historic district, and demolishing the buildings would be a significant cumulative impact.

6. The project could result in a potential hazardous wind condition that may exceed the wind hazard criterion of 36 mph. Implementation of Mitigation Measure 6, delineated in this EIR (pages 22 and 146) would reduce any such wind hazard exceedances to a less-than-significant level.

Should the Planning Commission approve the project as proposed, it would be required to make findings that, the economic, legal, social, technological or other benefits of the proposed project outweigh the significant adverse land use, public transit and historical resource impacts of the project (Statement of Overriding Considerations; CEQA Guidelines Section 150593).

With implementation of the mitigation measures outlined in Chapter IV: Mitigation Measures and Improvement Measures of this report, all other potential significant impacts would be reduced to a less-than-significant level.

G. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED (page162)

This EIR focuses on land use, transportation/circulation, historical architectural resources, wind, and shadow issues. Aesthetic issues are discussed for informational purposes. All other potential environmental effects were found to be less than significant or reduced to a less-than-significant level with mitigation measures agreed to by the project sponsor.

On April 7, 2007, the Planning Department issued a "Notice of Preparation of an Environmental Impact Report." In response to the notice, the public expressed concerns about the proposed project, which are listed below. Topics are discussed on the pages indicated in parentheses where appropriate; however in some cases, the comments expressed concerns about topics that are beyond the purview of CEQA analysis. In such cases, many of the concerns may be analyzed as part of the PUD/Conditional Use Authorization process by the Planning Commission and/or project review by the Planning Department staff.

- Discussion of the volume of a possible garage egress control beeper. (The Initial Study, Appendix A, pages A-37 to A-39, found the proposed project's noise effects to be less-than-significant. Therefore, further discussion of noise effects is not included in this EIR.)
- Whether sufficient affordable housing is included in the proposed project (see discussion under Project Description, pages 33 and 49 related to Section 315).
- Appropriateness of the zoning map Height and Bulk reclassification, and the applicability of a PUD to the proposed project (see Project Approval Requirements, page 50).
- The validity of the description in the Initial Study that the vicinity "can be characterized by large ... and mid-rise ... buildings punctuated by more prominent buildings" (see Land Use Setting, pages 54 to 56, and Visual Quality Setting and Visual Character of the Surrounding Neighborhood, pages 67 to 76).[4]
- A request for identification of the nearest 240-G Height and Bulk District (see page 56 under Existing Project Site Zoning for a discussion of existing Height and Bulk Districts within a four-block radius, and Figure 16, page 59).
- The relationship of the proposed project's zoning reclassification to existing Height and Bulk zones in the area (see discussion under the San Francisco Planning Code header, page 56 to 58).
- A request was made for a discussion of the proposed height of the project in the context of *General Plan* policies. Concern was expressed that the "spot zoning" represented by the proposed

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[4] Further analysis in this EIR process found that there are significant impacts on land use which was not the determination in the Initial Study.

project renders area plans meaningless (see the discussion regarding consideration of *General Plan* policies separate from the environmental review process, under *General Plan* Objectives, page 58).

- Conformance or non-conformance with plans and policies, particularly the *Van Ness Avenue Area Plan* (see discussion under the General Plan Objectives header, pages 58 to 63).
- Consistency of the project with the existing character of the neighborhood (see Land Use Impact Analysis, pages 64 to 66, and Aesthetic Effects, pages 77 to 79).
- The conclusion that the proposed project would have no significant visual quality impact (see Aesthetic Effects, pages 77 to 79).
- A preference was expressed for less bulk and taller, more slender towers (see discussion under Aesthetic Effects of the project's proposed bulk and design rationale pages 78 to).
- The appropriateness of the design of towers abutting open space in a residential neighborhood (see discussion regarding the final architectural design of the proposed project on page 79).
- Inclusion of an analysis of private views (Private Views, page 79)
- The effect of the potential glare of the proposed project on north-facing residences directly south of the site, and the potential hazard the glare poses to automobile traffic on Franklin and Gough streets (Appendix A – Initial Study, page A-29).
- Inclusion of a full study of visual effects. (See the Aesthetics section, beginning on page 67. Additionally, please refer to the Photosimulations that begin on page 69.)
- The increase in population on the site (Appendix A – Initial Study, page 30).
- The impact of the proposed project on traffic network that is already overloaded particularly during rush hour, on Franklin and Pine streets surrounding the grocery garage ingress/egress, and because of bus pickup of ballpark passengers at the California/Van Ness intersection (see Intersection Operations, pages 84 to 85, and Traffic Impacts pages 934 to 96).
- The impact of the proposed project on a transit system that is near capacity in the vicinity (see Transit Network, pages 85 to 89 and Proposed Van Ness Avenue Bus Rapid Transit Project and Transit Impacts pages 96 to 98).
- The impact of the location of the parking garage on traffic in the vicinity (see discussion on garage queues under Traffic Impacts, page 94)
- Traffic impacts on the proposed Van Ness Avenue Bus Rapid Transit (BRT) Project (see 2025 Cumulative Conditions, pages 95 to 96, and Proposed Van Ness Avenue Bus Rapid Transit Project, pages 96 to 97).
- The effects of the proposed project on pedestrians (page 99); loading (pages 100 to 101); and construction traffic impacts (pages 101 to 102).
- A request for a list of landmarks and Victorians in the area (a list of designated landmarks is on page 103; a comprehensive list of non-landmarked Victorians in the area is outside the purview of CEQA analysis) and for the identification of the potential Van Ness Automotive historic district (see discussion under Historic District Potential, pages 112 to 113 and Impact of the Proposed Project on the Potential Historic District, page 115).
- A request for the cumulative square foot loss of automotive service uses citywide over the past decade and its effect on driver behavior in the city. This analysis is beyond the scope of this EIR and is not included here.

- Existing noise levels and the effect of the proposed project's addition to traffic volumes on noise levels in the area (see discussion of noise standards in the Initial Study, Appendix A, page A-37).
- The effect of project construction and project-generated traffic on air quality in the vicinity, particularly on sensitive receptors (Appendix A – Initial Study, page A-40 and the Construction Air Quality Mitigation Measure 1, page 137).
- The effect of the proposed project on wind conditions in the vicinity (see the Wind section of this document, pages 116 to 127).
- The effect of the proposed project on access to sunlight (or shadows), and a request for an analysis of the proposed project's shadows on private properties (see the Shadow section of this document, pages 128 to 135).
- A request for analysis of the existing sewer lines capacity. (The Initial Study, Appendix A, page A-45, found the proposed project's effect on sewer capacity to be less-than-significant. Therefore, analysis of existing sewer capacity is not included in this EIR.)
- The thoroughness of the analysis of the proposed project on the city's existing sewer system (see Appendix A– Initial Study, page A-45).
- The proposed project's effect on migratory bird patterns. (The Initial Study, Appendix A – Initial Study, addressed biological effects, including migratory bird patterns on page A-49 and found them to be less than significant. Therefore, migratory bird patterns are not discussed in this EIR.)
- The proposed building's environmental performance relative to Leadership in Energy and Environmental Design (LEED) certification or any other green building statutes. (The project would be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, requirements of pertinent City ordinances such as the Residential Energy Conservation Ordinance and any subsequent green design standards or other emission reduction actions implemented by the City applicable to the project, in furtherance of the San Francisco Climate Action Plan. The Initial Study, Appendix A found the proposed project's effects on energy, water and hazards to be less than significant, pages A-46 and page A-65, respectively.)
- Selection of alternatives and inclusion of a code-conforming alternative (see the Alternatives section, pages 167 to 174, and the code-complying Alternative B, pages 169 to 171).
- Concern about project water runoff toward the south. (The Initial Study, Appendix A, page 56), found that stormwater runoff would be a less-than-significant effect and is not discussed further in this EIR.)

With the publication of this Draft EIR, there will be another period of formal public comment on the adequacy of the environmental analysis of the Draft EIR from December 31, 2008 to February 17, 2009. Following the Planning Department's publication and distribution of written responses to all comments received on the Draft EIR, the Planning Commission will render a decision on certification of the Final EIR. Following consideration of the environmental information in a certified Final EIR, and after consideration of community concerns expressed in a subsequent Conditional Use Authorization public hearing for the proposed project, the San Francisco Planning Commission (or the Board of Supervisors on appeal) will decide whether to approve the proposed project.

H. ALTERNATIVES TO THE PROPOSED PROJECT (page 167)

ALTERNATIVE A: NO PROJECT

Alternative A, No Project, would not entail any changes to the site; hence, the site would remain in its existing condition. This alternative would not demolish or otherwise change the existing one one-story and three two-story unreinforced masonry buildings, the existing two-story concrete building, and the 22-space surface parking lot at the project site.

Under the No Project Alternative, none of the significant impacts associated with the proposed project would occur, including the proposed project's significant impacts on historic architectural resources, transit, land use, and wind conditions. The proposed project's less-than-significant transportation and circulation, and shadow impacts identified in this EIR would not occur. Other less-than-significant effects of the proposed project identified in the Initial Study would not occur, including the proposed project's effects on land use, physical division of the established community, aesthetics, population, archeological resources, noise, air quality, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, minerals and energy resources, and agriculture resources. Environmental conditions at the site would remain as described in the Setting sections in Chapter III.

The No Project Alternative would not fulfill the project sponsor's objective of developing the maximum number of one-and two-bedroom units of housing allowed under the PUD provision of the *Planning Code* and creating a two tower design for the project site. If the San Francisco Planning Commission selected this alternative and a different proposal were submitted subsequently for development of all or part of the project site, that proposal would be subject to a separate project-specific CEQA environmental review.

ALTERNATIVE B: PLANNED UNIT DEVELOPMENT (PUD) / NO REZONING

Alternative B, PUD/No Rezoning, would demolish the five existing historic buildings and the existing surface parking lot, and construct a building in conformity with the current 130-E Height and Bulk District, compared to the project's proposed 240-foot and 155-foot tall towers, neither of which would be in conformity with either of the current 130-E height or bulk restrictions. Like the proposed project, the proposed alternative would contain two towers connected by an 18-foot high entrance lobby, but both towers would be 130 feet tall and 15 stories with lower floor-to-ceiling heights than the proposed project, and would not be set back from Pine or Franklin streets. There would be no change to the existing NC-3 District zoning, however, implementation of a Planned Unit Development (PUD) would allow a maximum residential density of one unit per 125 sq.ft. of lot area, minus one unit, or a maximum of approximately 283 units (compared to the NC-3 District zoning of one unit per 600 sq.ft. of lot area). In addition, the unit mix may be different than the proposed project (more studios and fewer two-bedrooms). This alternative would have the same 6,380 sq.ft. of ground floor commercial/restaurant space as the proposed project, and similarly, a four-level subterranean parking garage with approximately 283 parking spaces to meet the off-street parking requirements.

Since the PUD/No Rezoning Alternative would include demolition of the five buildings on the project site, it would result in the same significant adverse historical architectural resource impact as the proposed project. This alternative would be at the existing height and bulk limits and would not have the significant land use impacts resulting from the proposed project's inconsistency with the height limit on the project site and surrounding properties. The change with this alternative from low-intensity commercial uses to high-density residential and ground floor commercial/restaurant land uses would not physically divide the established community, conflict with adopted land use plans, policies and regulations, or substantially and adversely alter the vicinity's character.

The building in the PUD/No Rezoning Alternative would fill the entire project site. Because the buildings would not be set back from Pine Street, this alternative would have no public open space at the ground level. The increase in development density and height would not substantially degrade the existing visual character of the project site or its surroundings. Like the proposed project, this alternative would not block scenic public views or vistas.

With the same number of units and the same amount of commercial/restaurant space as the proposed project, this alternative would have the same transportation and circulation effects as the proposed project. Intersection delay at the six study intersections would be the same as the proposed project. All six study intersections would continue to operate at acceptable service levels (LOS D or better). This alternative would have a substantial transit impact, similar to the proposed project.

The PUD/No Rezoning Alternative would cast a shorter shadow than the proposed project. Like the proposed project, this alternative's shadow would not reach Lafayette Park. Its shadow impact would be less than that of the proposed project. Since this alternative building would be 110 feet lower than the proposed project, the wind effects would likely be less than or similar to the proposed project's effects; the altered bulk of the project under this alternative would also change the potential wind effects of the building.

With mitigation measures, the alternative's archeology, noise (construction and operational), construction air quality, and hazardous materials impacts would be the same or lower than those of the proposed project. This alternative would have about the same or lower less-than-significant impacts for the other environmental areas that the Initial Study examined: population and housing, noise, air quality (other than construction emissions), recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, energy resources, and greenhouse gas emissions.

This PUD/No Rezoning Alternative would not fulfill the project sponsor's objective of developing a tall, two-tower design on the project site.

ALTERNATIVE C: PRESERVATION

This alternative would preserve and rehabilitate the five existing buildings on the project site and would construct a new residential building on the 7,562-sq.-ft. surface parking lot at 1690 Pine Street, on the northeast corner of the Pine/Franklin intersection. The new approximately 130-foot-high building would have about 60,500 gross sq.ft. of total floor area and 38 residential units. The single lot is too small to qualify for a PUD, so the lot would be developed at the density of the nearest "R" District, the RC-4 (Residential Commercial, High Density) District, or one residential unit per 200 sq.ft. of lot area. The ground floor would be used for common building-serving uses (entrance, lobby, elevator, meeting rooms, etc.). After renovation, the approximately 40,000 sq.ft. in the existing five buildings could potentially be used for a range of commercial uses, including traditional office or various retail businesses, such as a fitness center or an automotive service business. This alternative would have approximately 87 percent fewer residences (38 compared to 283) than the proposed project. The restored buildings on the project site would contain approximately 40,000 sq.ft. of commercial space compared to 6,380 sq.ft. for the proposed project.

The Preservation Alternative's retention and restoration of the five buildings on the project site to the Secretary of Interior's *Standards for the Treatment of Historic Properties* would avoid the proposed project's significant adverse historic architectural resource impact. This alternative would not have significant land use effects as the proposed project would, because it would not result in construction of a building that exceeds the existing height and bulk limits, and would be consistent with the physical character of the surrounding area, thus avoiding the proposed project's significant land use impact. The addition of multi-family residential and ground floor retail land uses would not physically divide an established community, conflict with adopted land use plans, policies and regulations, or substantially and adversely alter the vicinity's character.

The Preservation Alternative would represent a change in the visual character of the project site but with less effect than the proposed project. Like the project, the increase in density and height on the project site, while noticeable, would not be expected to substantially degrade the existing visual character of the site or its surroundings. The 110-foot-high single tower building on the corner lot would be lower and less massive in appearance than the proposed project in views of the site. The proposed project's base building and Tower 2 would not exist in this alternative. As with the proposed project, this alternative would not block scenic public views or vistas.

The Preservation Alternative would generate approximately 87 percent fewer daily residential vehicle-trips (122 compared to 902) than the proposed project, while the commercial uses would generate about 214 percent more vehicle-trips (2,070 compared to 966) than the proposed project. In total, this alternative would generate about 175 p.m. peak-hour vehicle-trips that would be added to surrounding roadways, or 31 percent fewer trips than the proposed project. Intersection delay at the six study intersections would increase less than with the proposed project, and all six study intersections would continue to operate at acceptable service levels (LOS D or better). In addition, this alternative would not cause a significant transit impact on the north-south transit lines in the project area.

The 110-foot-lower, single tower of this alternative would cast a shorter shadow than the proposed project. Like the proposed project, the shadow would not reach Lafayette Park, and hence would be less than significant. This alternative's smaller building would generate a lower wind effect than the proposed project's potential significant wind impact.

With mitigation and improvement measures, the Preservation Alternative's archeology, construction and operational noise, construction air quality, and hazardous materials impacts would be the same or lower than those of the proposed project. This alternative would have the same less-than-significant effects or lower effects for the other environmental areas that were examined in the Initial Study, as follows: population and housing, noise (other than construction and operational), air quality (other than construction emissions), recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, energy resources and greenhouse gas emissions.

The Preservation Alternative would include rehabilitation of the existing buildings in accordance with the Secretary of Interior's *Standards for the Treatment of Historic Properties*; and thus, it would avoid the significant adverse historic architectural resource impacts of the proposed project. The Preservation Alternative would be the environmentally superior alternative. However, the Preservation Alternative would not fulfill the project sponsor's objective of developing the maximum number of one-and two-bedroom units of housing allowed under the PUD provision of the *Planning Code* and constructing two towers on the project site.

II. PROJECT DESCRIPTION

A. PROJECT LOCATION

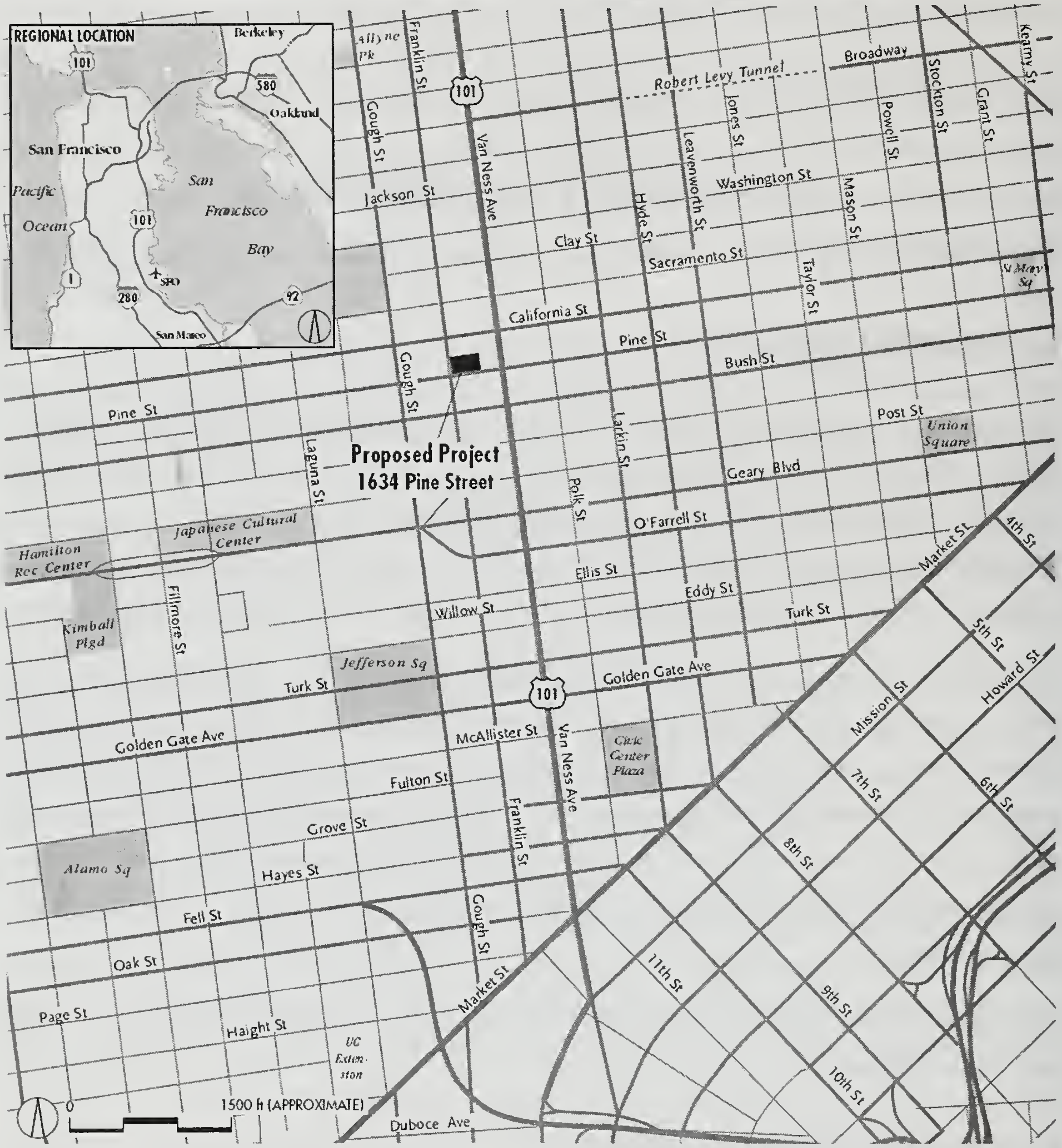
The project site is on the northeast corner of Pine Street and Franklin Street, in the east area of the Pacific Heights neighborhood in San Francisco. The project site consists of six parcels located at 1634-1690 Pine Street, in Assessor's Block 0647; Lots 007, 008, 009, 010, 011, and 011a (see Figure 1, page 32). The boundaries of the project block are California Street to the north, Van Ness Avenue to the east, Pine Street to the south, and Franklin Street to the west. The site slopes down to the east toward Van Ness Avenue.

The approximately 35,500-square-foot rectangular project site includes five existing buildings (two, two-story unreinforced masonry buildings; two, one-story unreinforced masonry buildings; a one-story concrete building), and a 22-space surface parking lot, and extends from just west of the gas service station at the corner of Van Ness Avenue and Pine Street to the northeast corner of Pine and Franklin streets. Site occupants include a car rental office and distribution center at 1644 Pine Street. The other buildings on the project site are vacant; past uses of these buildings have included a furniture showroom and a warehouse.

The project site is within an NC-3 (Neighborhood Commercial, Moderate-Scale) District and a 130-E Height and Bulk District.

B. PROJECT CHARACTERISTICS

The project sponsor, A.F. Evans Company, Inc., proposes to demolish the existing five buildings and surface parking lot, and construct a 283-unit residential building with one 155-foot-tall, 15-story tower on the east portion of the project site, and one 240-foot-tall, 24-story tower on the west side, connected by an 18-foot high entrance lobby. Tower One (the west tower) would be set back approximately 22 feet from the Pine Street property line. Tower Two (the east tower) would front on the Pine Street property line. The Tower One setback and area in front of the entrance lobby would create an approximately 4,015 square-foot public plaza (privately owned and maintained), of which 1,195 sq.ft. would be provided in a



Source: During Associates

3.22.07

Proposed Project Location Figure 1

weather-protected area at the base of Tower One off of the Pine and Franklin street's frontages. There also would be an approximately 2,925 square-foot rear garden terrace north of the entrance lobby for project tenants (for a total of 6,940 square feet of common open space on the ground floor). The project site would contain a total of approximately 8,448 sq.ft. of common usable open space on the ground level public plaza and on the roof of the Tower 1. In addition, 107 units would have 36-sq.-ft. private balconies, for a total of about 3,852 sq.ft. of private open space. Private and common open space together would total approximately 12,300 sq.ft.

The building would include about 6,380 square feet of ground floor commercial/restaurant space and a five level (the fifth level is approximately one-eighth in floor size of the other parking levels), 317-space (including two car-share spaces) underground parking garage. The total area of the new building would be approximately 377,815 square feet. The new address would be 1634 Pine Street. Project characteristics are shown below in Table 1, page 34. Figures 2 through 15 (pages 35 to 48) show the existing and proposed site plans, representative floor plans, sections, and elevations of the project.

The proposed project would contain approximately 140 one-bedroom and 143 two-bedroom units. The one-bedroom units would average about 750 sq.ft., and the two-bedroom units would average about 1,200 sq.ft.

Pedestrian and vehicle accesses would be from Pine Street. The five-level subterranean parking garage would include two off-street loading spaces, 90 bicycle spaces, 283 independently accessible residential spaces 32 valet-assisted commercial spaces, two care-share spaces, and five motorcycle spaces, for a total of 317 parking spaces (including12 handicapped-accessible parking spaces on the top level).[5]

The ground level public plaza would include sculptural landscape elements intended to enliven the plaza. The commercial and/or restaurant uses would open out into the plaza with seating areas and other active uses.

The proposed project is subject to the Residential Inclusionary Housing Program (*Planning Code* Sections 315 to 315.9). The Inclusionary Housing Program applies to projects of five or more units and requires, for

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[5] Access to the garage would be on a reconstructed (and somewhat widened) existing driveway. The current driveway serves an automobile audio store located on Van Ness Avenue as well as a car rental business located in the eastern-most parcel of the project site. One-half of the width of the current driveway is located on the easterly parcel and the other half is within a written and recorded easement running on the parcel immediately adjacent to the project site for the benefit of the project site.

Table 1
Project Characteristics

Use/Characteristic	Area (sq.ft.)/ Amount
Residential	351,131
Commercial[1]	6,380
Other[2]	18,545
Total[3]	**377,815**
Dwelling Units	283
Common Open Space	8,448
Private Open Space	3,852
Total Open Space	12,300
Parking Spaces	317 (including 2 car-share)
Parking Levels (subterranean)	5 levels
Parking Garage	131,690
Number of Stories / Height of Building (ft.)	
Building Base	2 / 18′
East Tower	15 / 155′
West Tower	24 / 240′

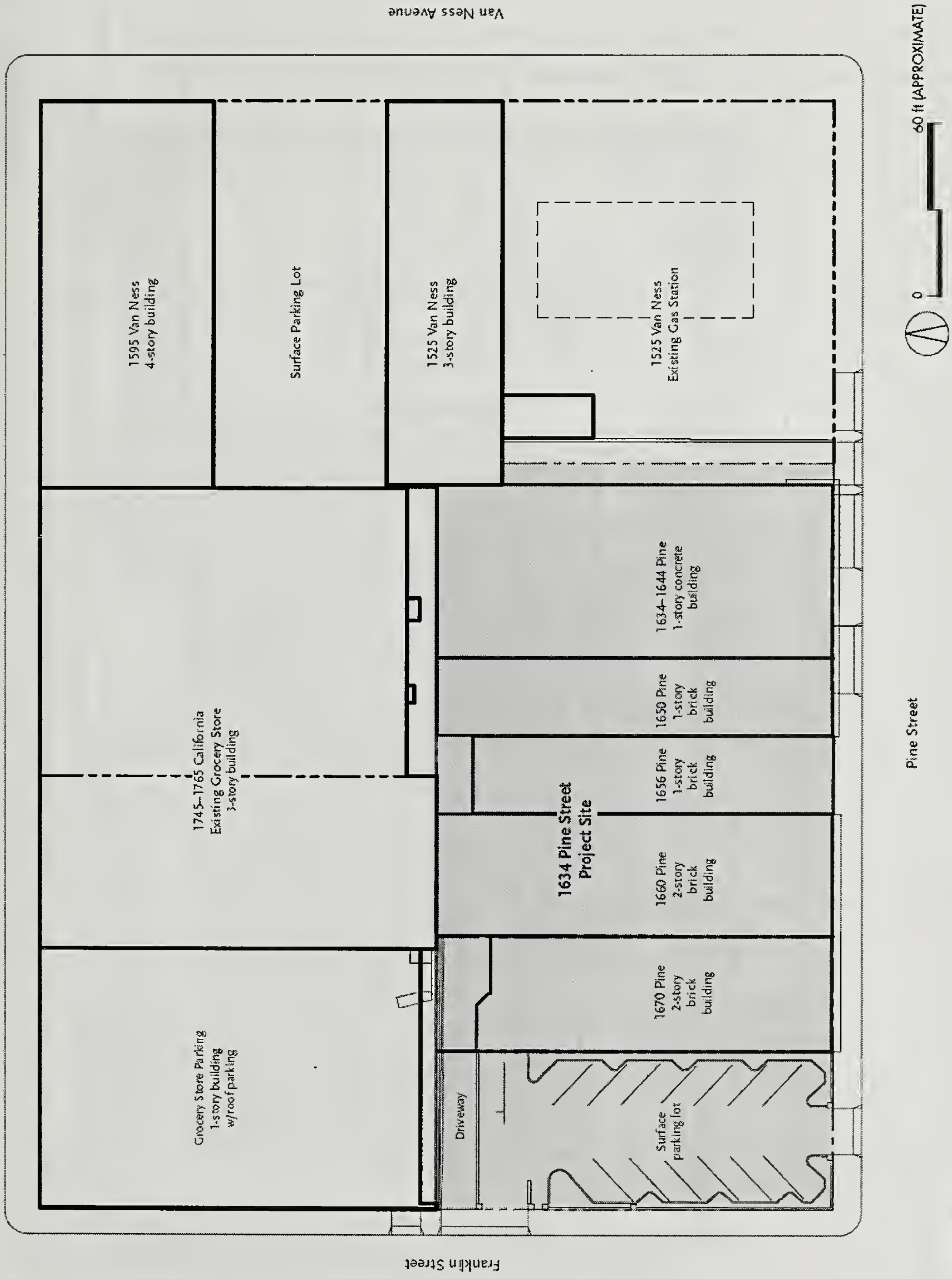
Notes:

[1] Actual uses have not been determined but could include commercial and restaurant space.

[2] " Other" space includes residential storage, residential common areas on the first floor, and mechanical space in the basement levels.

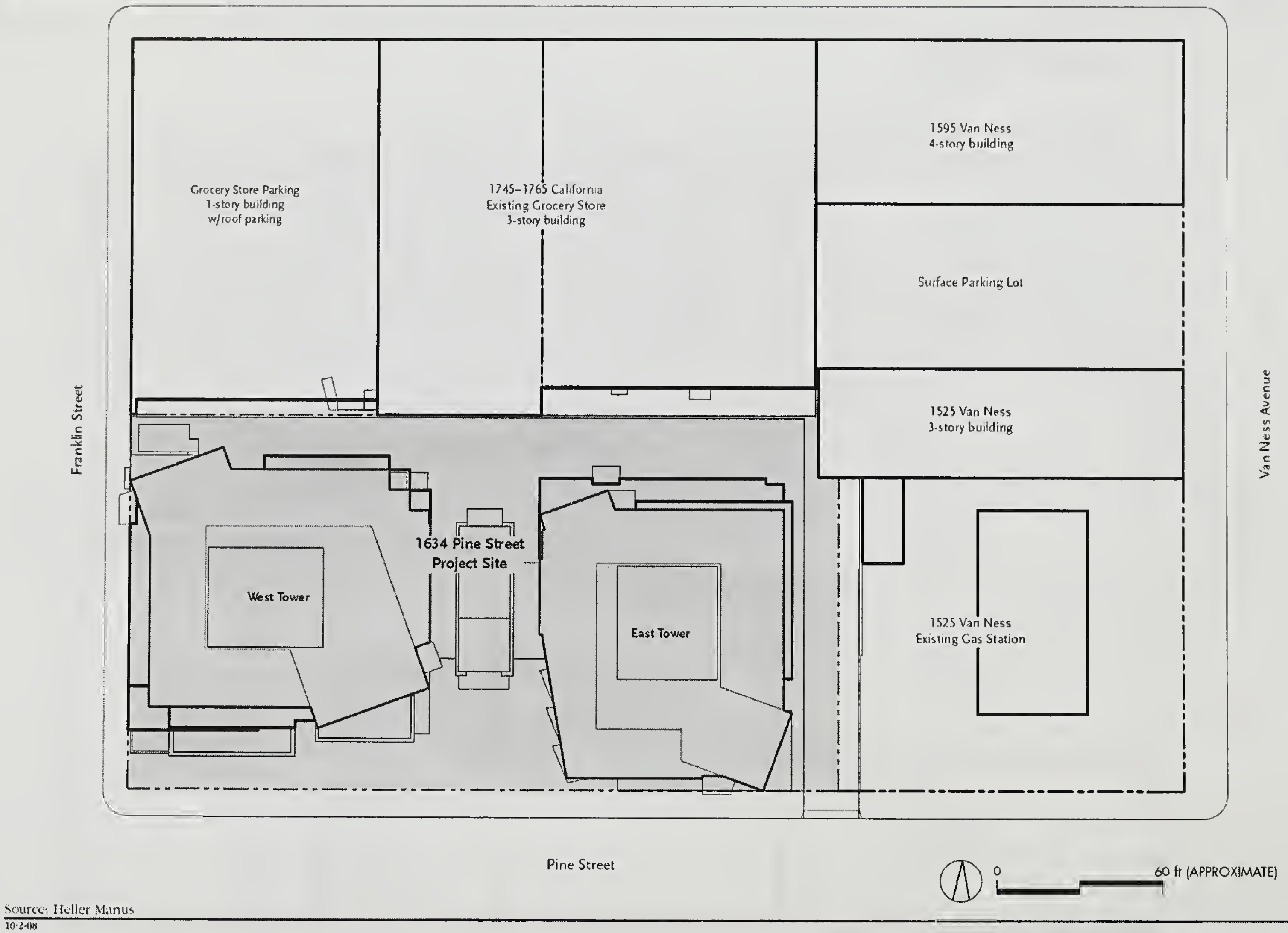
[3] Total building square footage excludes parking, exterior open space (common and private) and the rooftop mechanical penthouses.

Source: During Associates, 2008.



Source: Heller Manus
11.1.07

Existing Site Plan Figure 2



Source: Heller Manus

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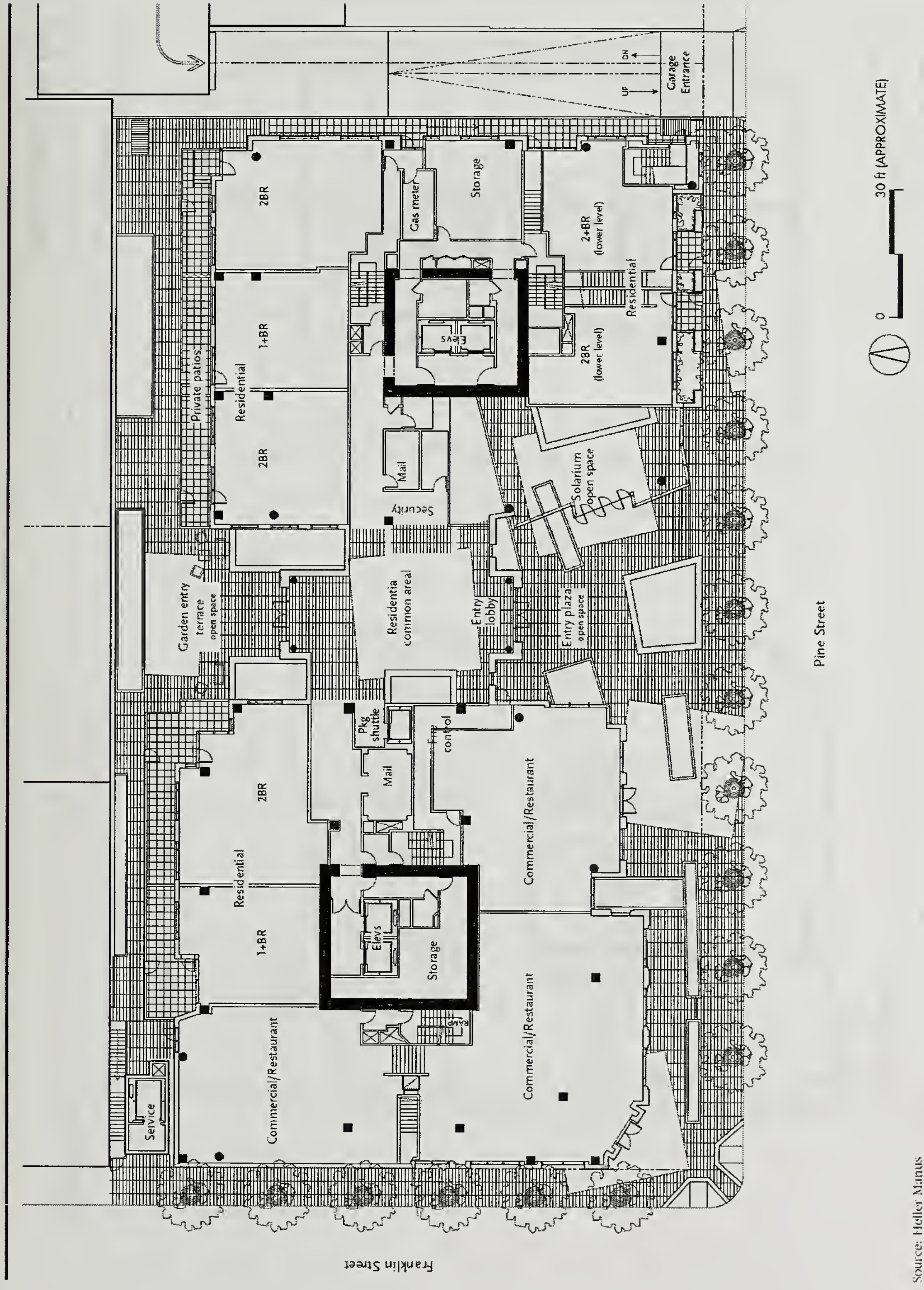
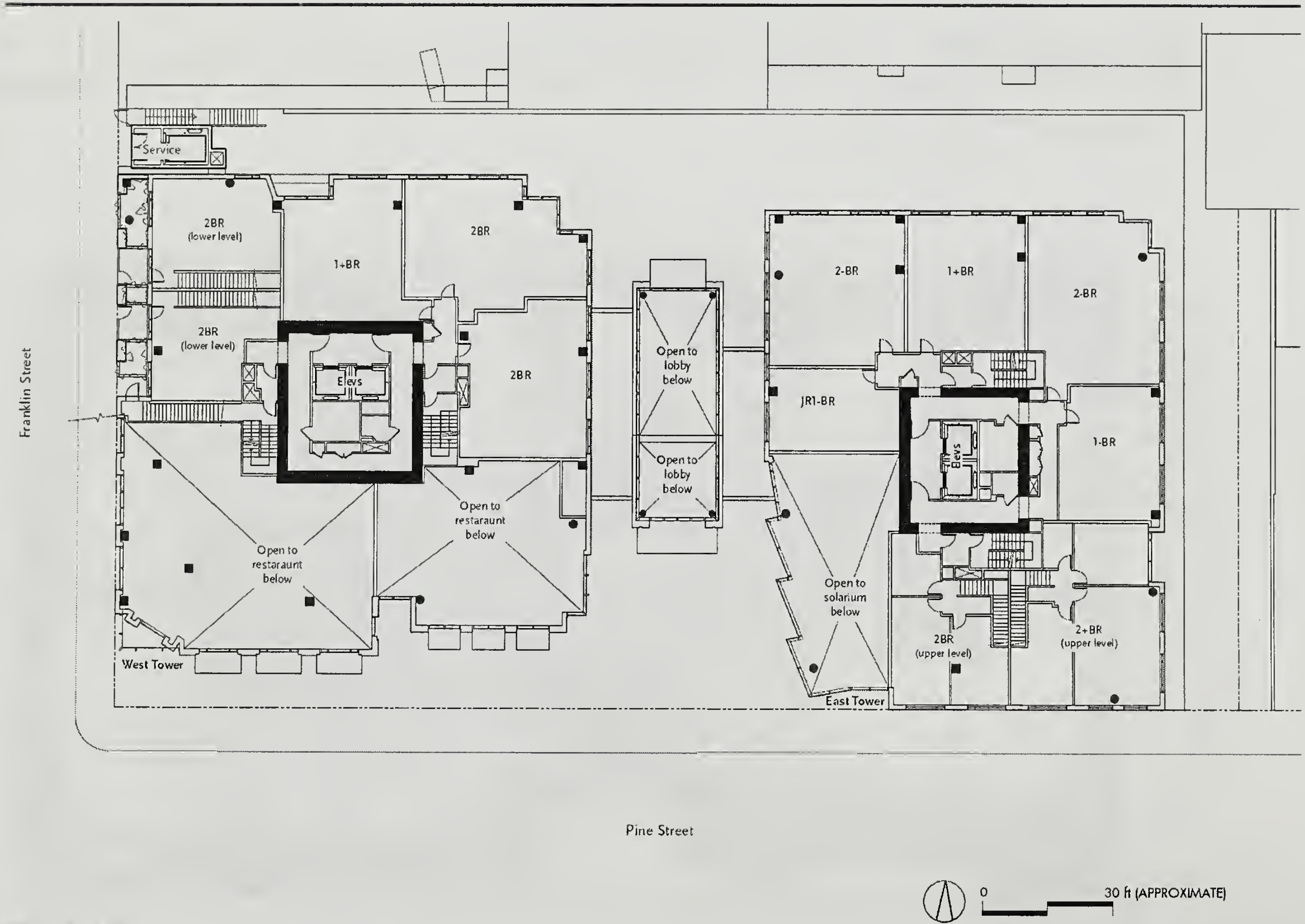
Proposed Site Plan Figure 3



Proposed First Floor Plan Figure 4

Source: Heller Manus



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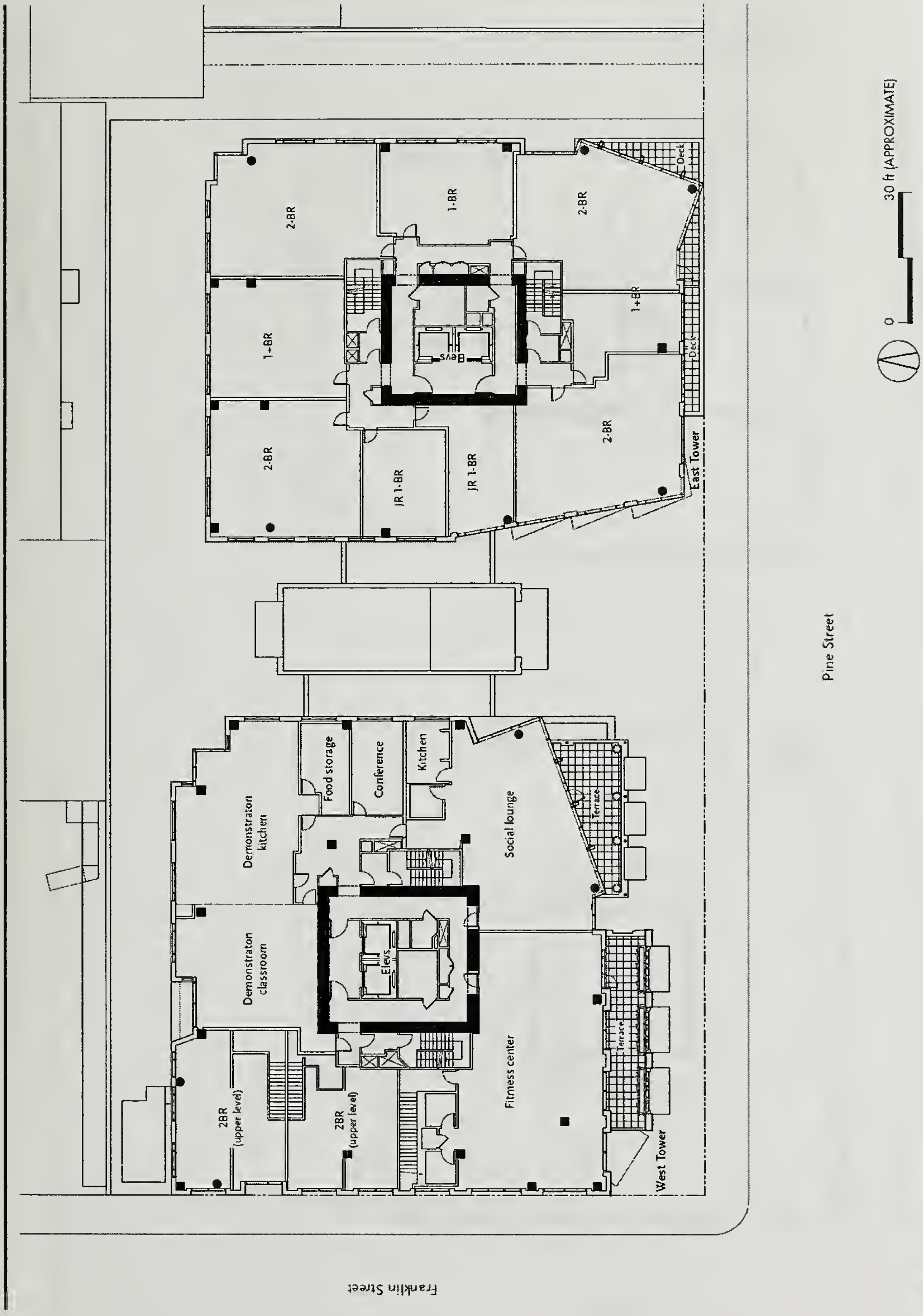
Proposed Second Floor Plan Figure 5



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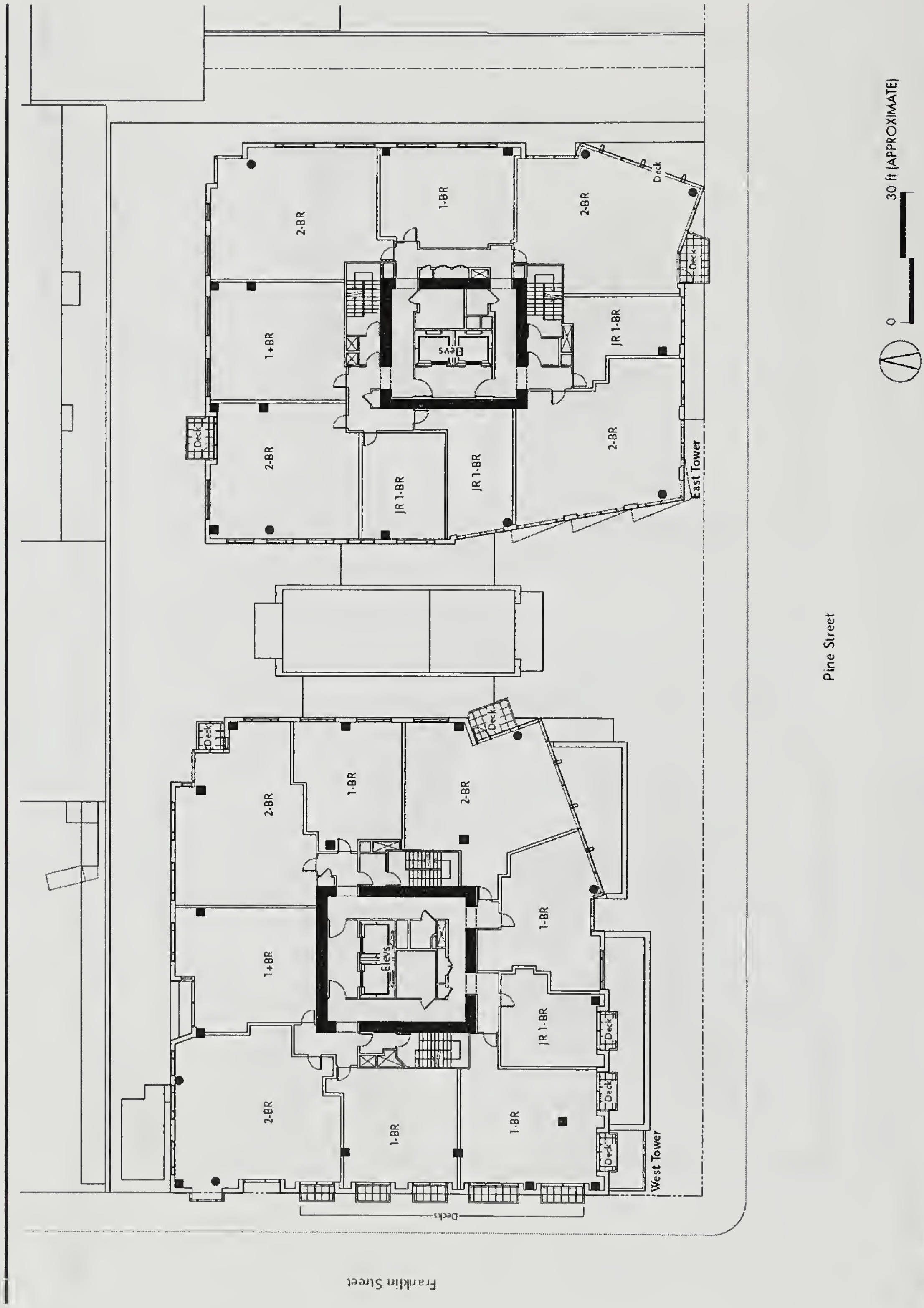
Proposed Third Floor Plan Figure 6



Proposed Fourth Floor Plan Figure 7

Source: Heller Manus
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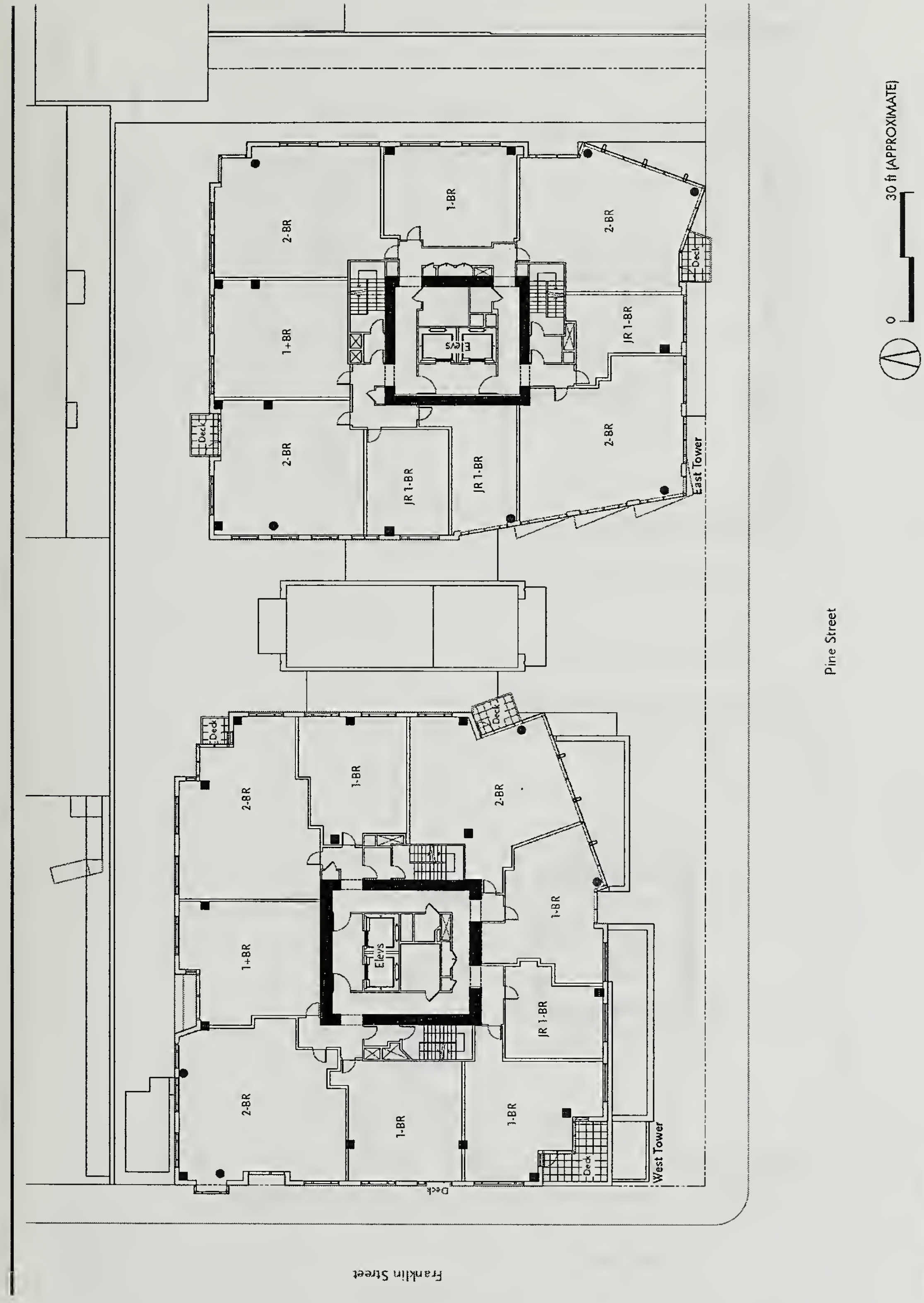

Proposed Fifth Floor Plan Figure 8

Source: Heller Manus
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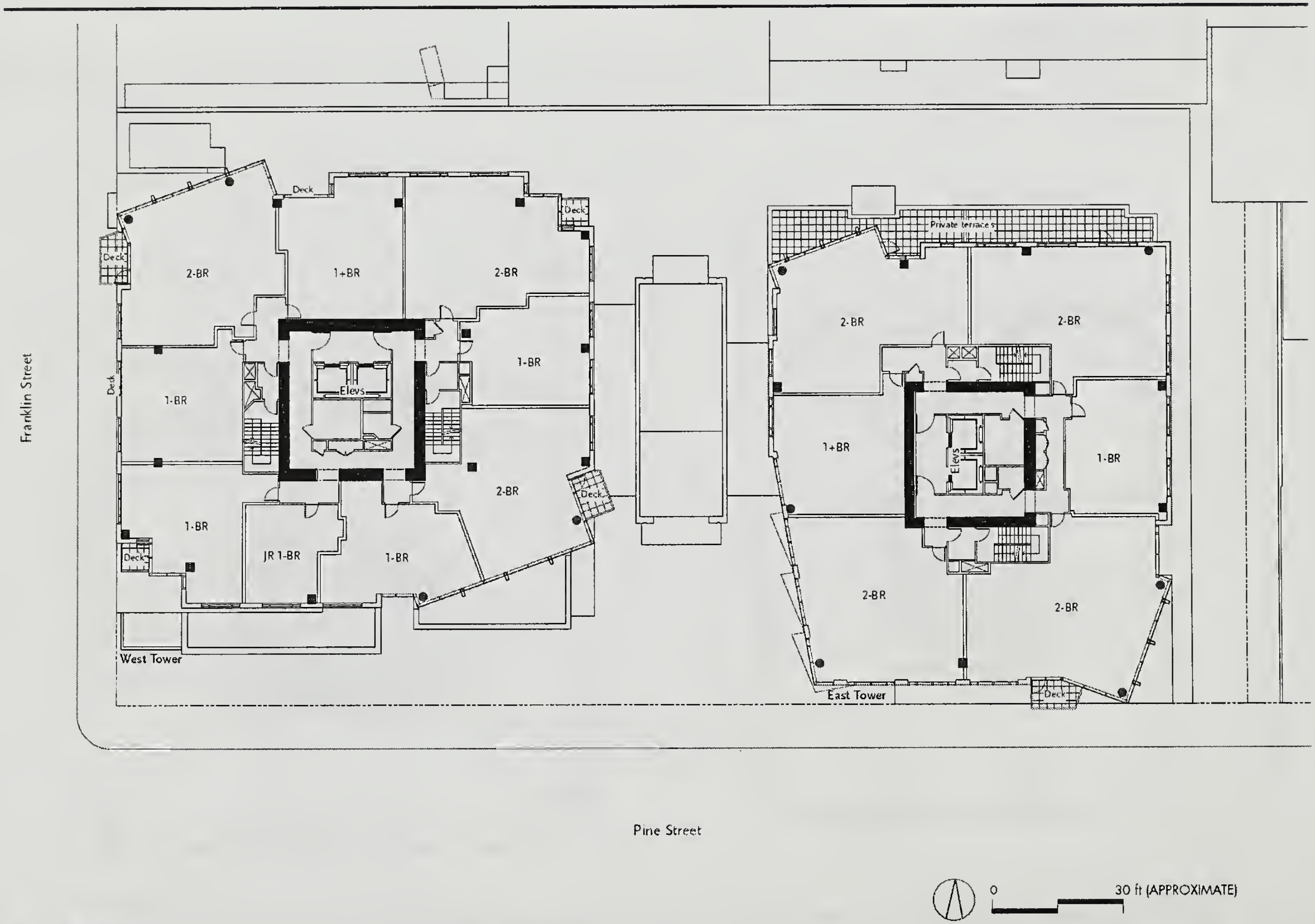

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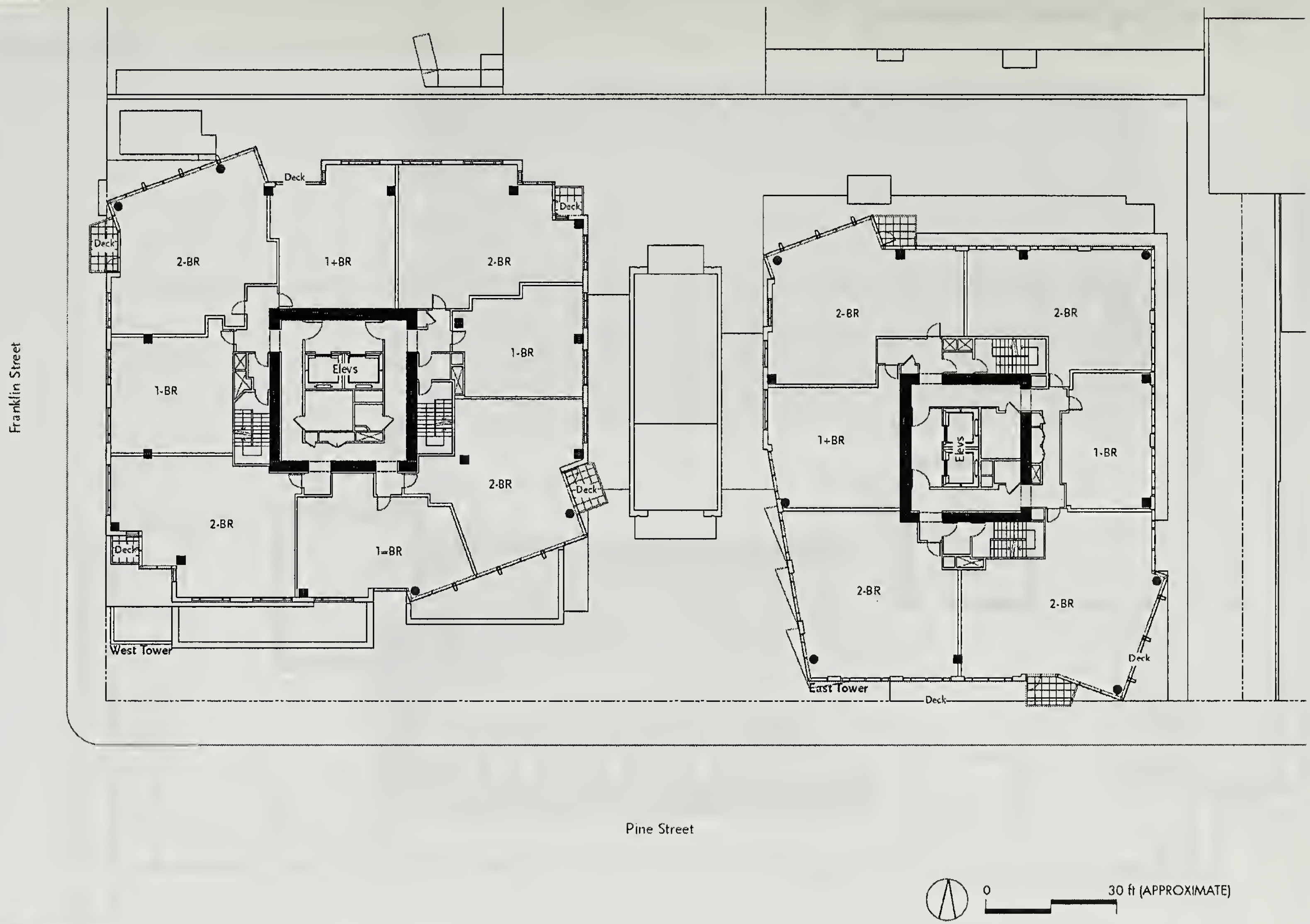
Proposed Floor Plan—Levels 7 to 11 Figure 9



Source: Heller Manus

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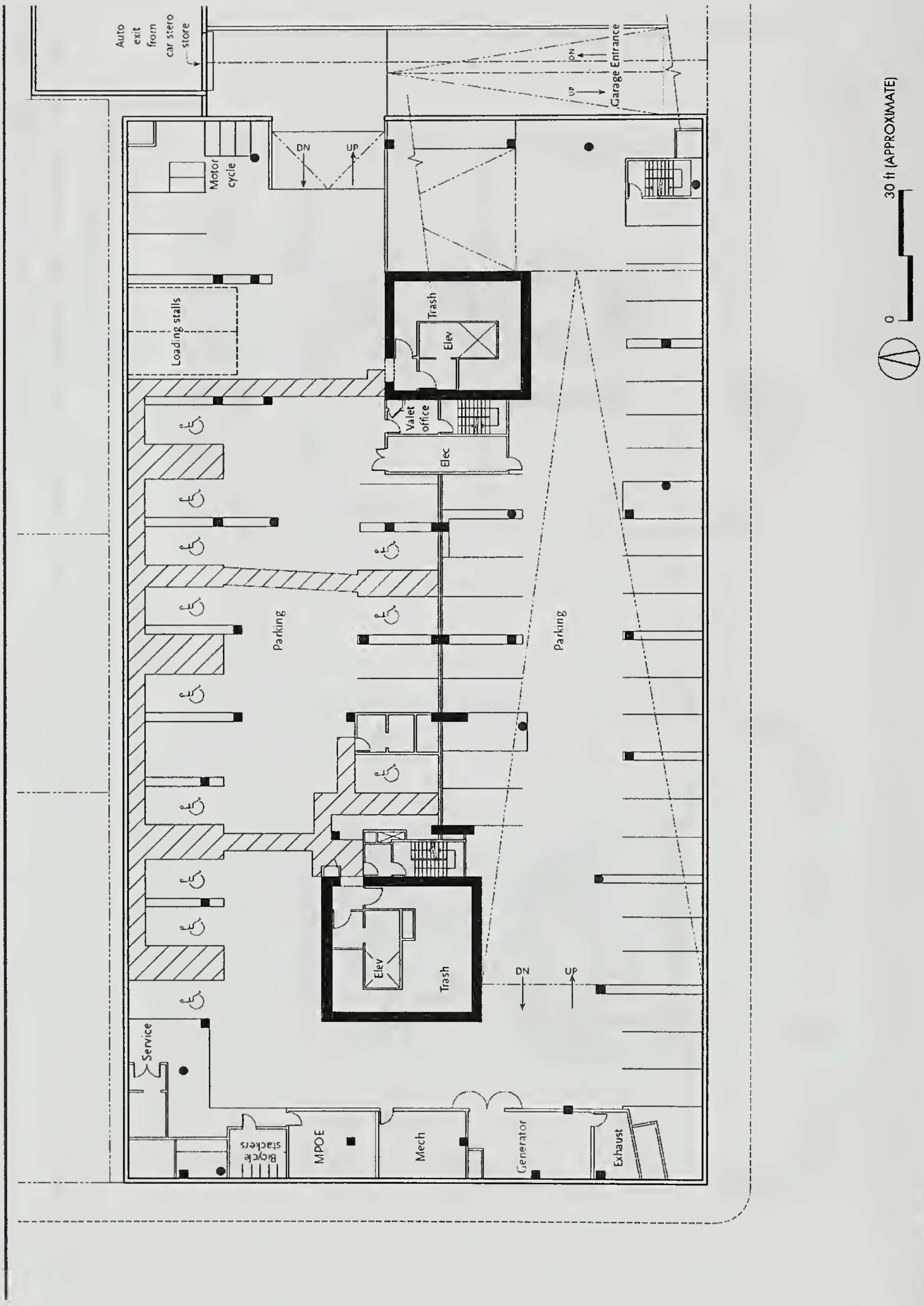
Proposed Sample Upper Level Floor Plan Figure 10



Proposed Sample Basement Floor Plan Figure 11

Source: Heller Manus
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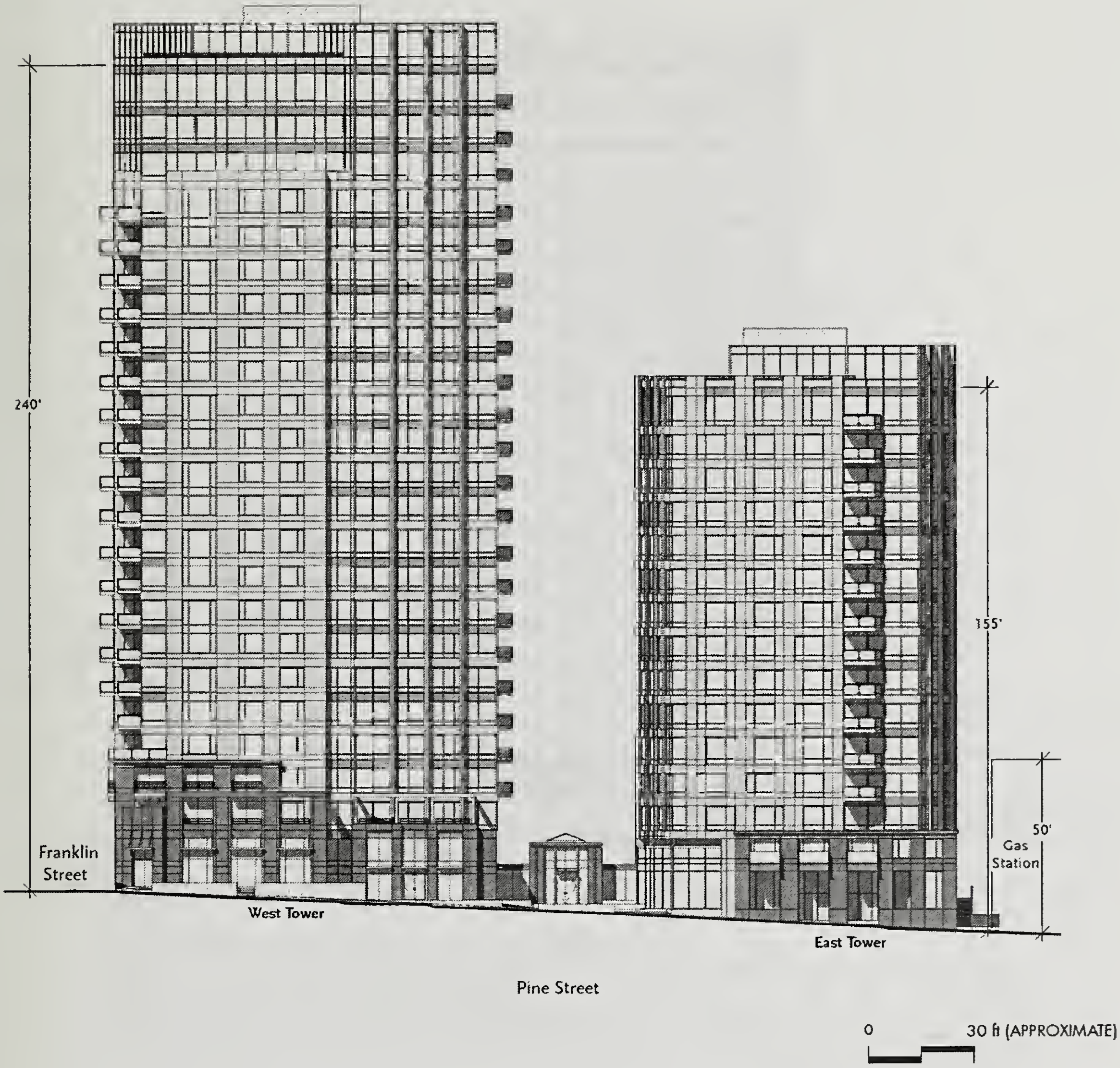

Source: Heller Manus

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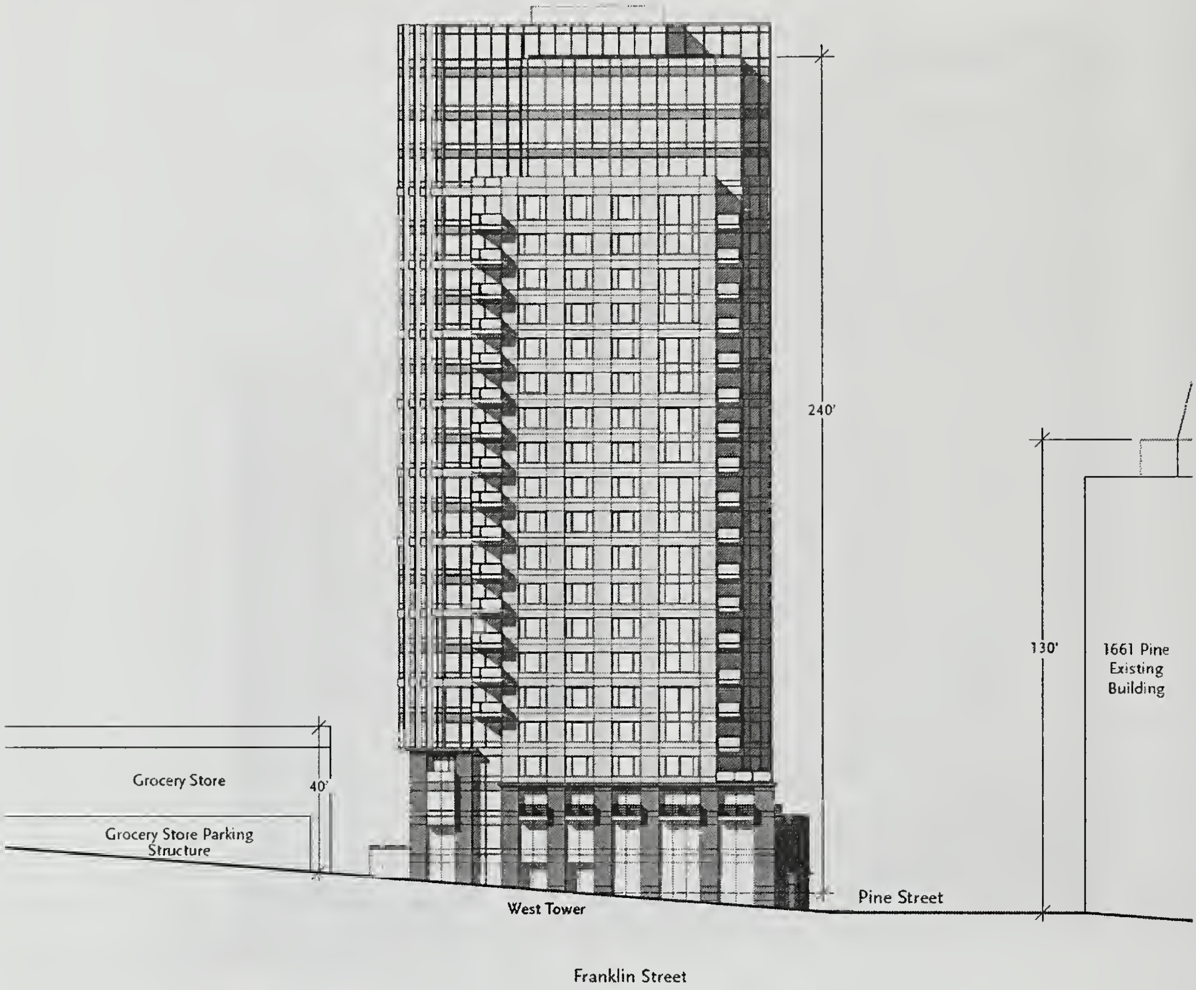
Proposed Pine Street (South) Elevation Figure 12



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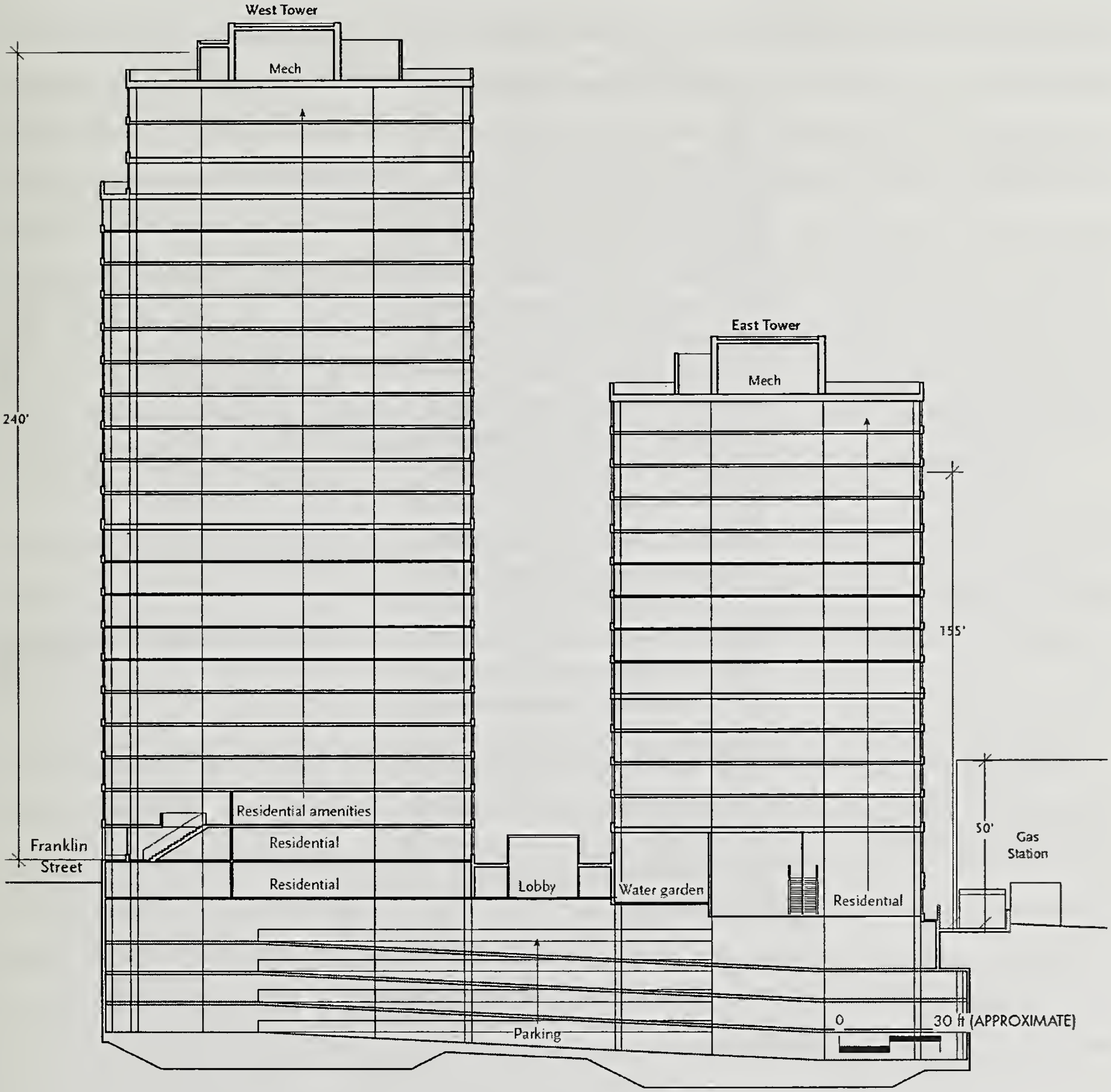
Proposed Franklin Street (West) Elevation Figure 13



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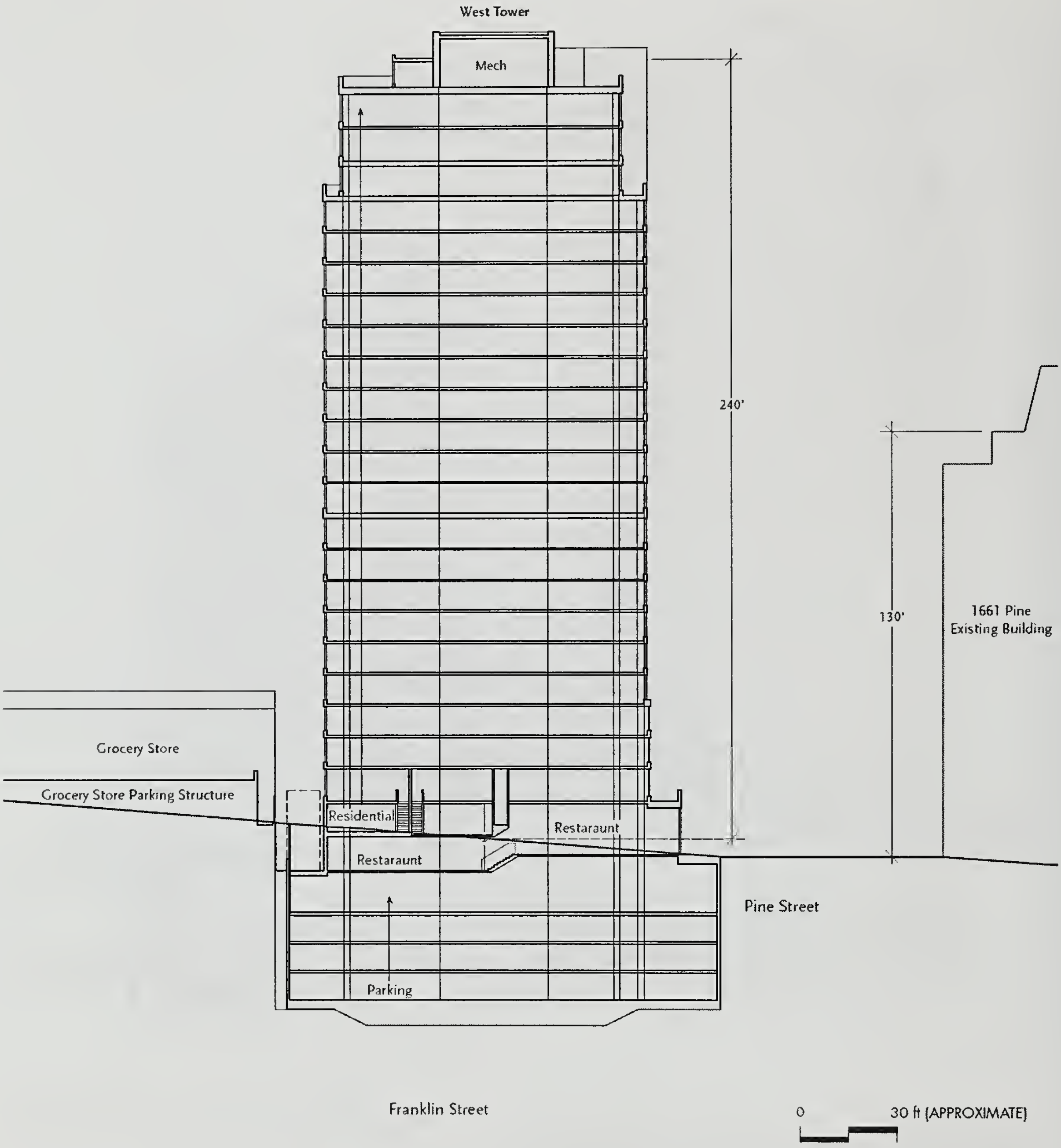
Proposed West–East Section Figure 14



Source: Heller Manus

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Proposed North–South Section Figure 15

projects requiring Conditional Use Authorization, that affordable housing be provided at 12 percent of the total number of dwelling units if provided on-site, or 17 percent off-site.[6]

The proposed project would be required to comply with the existing affordable housing requirements by including 34 below-market-rate (BMR) units on-site, by making an in-lieu payment, or by constructing units off-site. The project sponsor is exploring the option of constructing affordable units as part of an A.F. Evans-proposed project that would replace the existing gym and community center at 800 Presidio Avenue (known as the Booker T. Washington Community Service Center) with 48 units of BMR housing, a new gym, community center and playground (Planning Department Case No. 2006.0868E). A portion of these off-site inclusionary units at 800 Presidio Avenue would be rental units for emancipated foster youth. If the proposed project is to comply with the inclusionary housing requirement by constructing off-site units at 800 Presidio Avenue, the 800 Presidio Avenue project may require Planning Commission and Board of Supervisors approvals of a Special Use District ("SUD") for an affordable housing site.

Each tower would have two elevators and two stairs that would provide access to all of the floors. The ground floor in Tower One would also have residential units, commercial/restaurant space, a mail area, and a security office. Tower Two would contain residential units and ground floor commercial/restaurant space.

The towers would be formed with angled curtain walls adjacent to the entry plaza (see Figure 3, Proposed Site Plan, page 36). The buildings would be clad in pre-cast concrete panels with punched windows. Each façade would have vertical sections of concrete siding punctuated with windows flush with the exterior wall alternating with vertical sections of recessed windows, decks, and doors. (See Figures 12 and 13 Elevations, pages 45 and 46, and Figures 18 through 23, Photosimulations, pages 69 through 74.) The project proposal would include removal of eleven trees on the surface parking lot at the corner of Pine and Franklin streets and seven street trees along the Pine Street sidewalk fronting the project site. Seventeen new trees would be planted along Pine and Franklin streets.

The proposed project would require 40 to 50 feet of excavation for the five-level basement parking garage (the fifth level would be 1/8th of the area of the other four levels), which would amount to approximately 58,500 cubic yards of soil. The proposed project would use reinforced concrete footings and retaining walls. The subterranean parking garage and the street-level ground floor would be made of reinforced concrete floors. Project construction would not use piles because the underlying dune sand is stable.[7]

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[6] On August 1, 2006, the Board of Supervisors adopted several amendments to *Planning Code* Section 315, including increasing the percentage of required inclusionary housing units to 15 percent on-site (two units for the proposed project) or 20 percent off-site (three units for the proposed project). However, pursuant to *Planning Code* Section 315.3(b)(2), the increased percentage requirements are not applicable to projects for which an environmental evaluation application was filed prior to July 18, 2006, and which do not require zoning map amendments or *Planning Code* text amendments that would result in a net increase in the number of permissible residential units.

The project sponsor and site owner is A.F. Evans Company, Inc., and the architectural firm is Heller Manus.

C. PROJECT APPROVAL REQUIREMENTS AND SCHEDULE

The public comment period on this Draft EIR will be from December 31, 2008, to February 17, 2009, as noted on the cover of this report, including a public hearing before the Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a *Comments and Responses* document. The Comments and Responses document may also specify changes to the Draft EIR. In a later public meeting, the Planning Commission will consider this Draft EIR, together with the Comments and Responses document as the Final EIR, and certify it as complete if deemed accurate, adequate and objective. No authorizations, approvals or permits can be issued until the Planning Commission certifies the Final EIR.

The proposed project requires the following actions (*italic font* signifies acting bodies):

- Zoning Map amendment to reclassify the Height and Bulk controls from the current 130-E Height and Bulk District to 240-G Height and Bulk District. *Planning Commission (approval), Board of Supervisors (adoption), and Mayor (signature).*
- Conditional Use Authorization for:
    (1) Planned Unit Development (PUD). The project site is 35,496 sq.ft. A PUD is applicable if any site area is ½ acre (21,780 sq.ft.) or larger in site size. Under a PUD, up to 283 residential units would be allowable, applying the highest density ratio of one dwelling unit per 125 sq.ft. of lot or site area minus one unit, rather than the 177 units allowed under *Planning Code* Section 207.4 and the NC-3 District, in which the project site is located. The project sponsor would request, as part of the PUD, exceptions from the following requirements of the *Planning Code*:
        (i) Section 154(b), requiring that one loading space have a minimum width of 10 feet, a minimum height of 35 feet, and a minimum vertical clearance of 14 feet;
        (ii) Section 140, requiring that the window of at least one room per unit face onto an open area that meets certain minimum dimensions. *Planning Commission;* and
        (iii) Section 134(a)(1)(C), requiring a rear yard setback equal to 25 percent of the lot depth, at all levels occupied by dwelling units. *Planning Commission.*

    (2) Development on a lot of 10,000 square feet or more and non-residential space exceeding 6,000 square feet in floor area in an NC-3 District. *Planning Commission*

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[7] Treadwell & Rollo, *Geotechnical Review 1634-1690 Pine Street, San Francisco, California*, April 3, 2006. This report is available for public review by appointment in Project File No. 2004.0764E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

- Possible approval of a Special Use District ("SUD") for the 800 Presidio Avenue project site to allow the proposed project to comply with the inclusionary housing requirement by constructing off-site units. *Planning Commission and Board of Supervisors*
- Building Permit and a Demolition Permit. *Department of Building Inspection and Planning Department.*
- Street Tree Removal Permit. *Department of Public Works.*
- Curb Cut Permit for project garage driveway. *Department of Public Works.*

Project construction would last about 28 months and is intended to begin in the summer of 2010.

D. PROJECT SPONSOR'S OBJECTIVES

The project sponsor has the following objectives:

- Construct a high quality, high-rise, cost-effective multi-family residential building with ground floor commercial/restaurant space, and associated parking in the eastern Pacific Heights area. The project sponsor's goal is to provide the maximum number of residential units and parking spaces permitted under the *Planning Code's* Planned Unit Development provisions for density and site design, and under a proposed reclassified Height and Bulk District.
- Maximize density in a configuration that reduces the bulk from what is allowed in the existing 130-E Height and Bulk District, by locating some of the residential units above 130 feet.
- Complete the project on schedule and within budget.
- Create a public open space at the base of the building in order to enhance the pedestrian experience.

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III. ENVIRONMENTAL SETTING AND IMPACTS

The project sponsor filed an application on August 3, 2004, for the environmental evaluation of the proposed 1634 Pine Street Mixed-Use project. Based on the Initial Study published on April 7, 2007, the San Francisco Planning Department determined that an Environmental Impact Report (EIR) is required. The Initial Study determined that most of the physical environmental effects of the proposed project would be less than significant, and for physical environmental effects found to be potentially substantial or significant, implementation of mitigation measures to reduce them to less-than-significant levels (see Chapter IV: Mitigation and Improvement Measures and Appendix A: Initial Study). Therefore, this EIR does not include them in the discussion of potentially substantial or significant impact analysis except as noted below.

CEQA does not require further assessment of the environmental effects that would be less than significant, which for the proposed project include effects on aesthetics, population and housing, archeological resources, noise, air quality, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards/hazardous materials, and energy resources. The Initial Study found project-specific and/or cumulative impacts related to historic architectural resources, transportation and circulation, wind, and shadow as potentially significant or substantial. In the preparation of this EIR, the proposed project's land use and aesthetic effects were evaluated for potential significant environmental impacts. Accordingly, this EIR analyzes land use effects, aesthetic effects, historical resources impacts, transportation impacts, wind impacts, and shadow effects in this chapter.

As required under CEQA, this EIR assesses construction, operational, and cumulative impacts as applicable.

A. LAND USE

The Initial Study determined that the proposed project effects on land use would be less than significant. The Initial Study's assessment found that while the project would change site development from a range of low-intensity commercial uses to high-density residential and ground floor commercial land uses, this effect would be a less-than-significant impact. In addition, the Initial Study found that the proposed project would not physically divide an established community or adversely alter the vicinity's character. The proposed height and bulk district zoning reclassification would be for the 35,496-square-foot project site only. The land use impacts analysis is below.

SETTING

Land Use

EXISTING LAND USES IN THE VICINITY

The project site is located in the east part of the Pacific Heights neighborhood, on the north side of Pine Street, between Van Ness Avenue and Franklin Street, one block off of the Van Ness Avenue corridor, between Nob Hill to the east and Pacific Heights to the west. The approximately 35,496-sq.-ft. rectangular project site consists of five buildings (two, two-story unreinforced masonry buildings; two, one-story unreinforced masonry buildings; a one-story concrete building); and a 22-space private surface parking lot on the northeast corner of Pine and Franklin streets. Nearby land uses include residential, office, retail (including a supermarket, a restaurant and a bar), auto service, church, hotel, financial institutions and parking. There is a variety of building types, sizes, ages, and heights near the proposed project. The neighborhood contains low-density, one- to three-story residential and commercial buildings, as well as medium- to high-rise, high density residential and commercial structures ranging from four to 26 stories tall.

Adjacent to the project site , to the north in project block, is a supermarket (Whole Foods) and its parking facility, which occupies about three-quarters of the blockface bordering the southeast corner of Franklin and California streets. Across California Street, farther north, is a church on the northeast corner of California and Franklin streets and an 11-story residential/office/retail building (1700 California Street) occupying the rest of the block.

Land uses on the east side of the project block, which is on the west side of Van Ness Avenue, include a four-story commercial over car stereo retail service building (1575 Van Ness Avenue), a service-over-retail showroom building (currently being remodeled) at the southwest corner of Van Ness and

California, and an 18-pump gas station on the northwest corner of Van Ness Avenue and Pine Street. Across Van Ness Avenue, along the east side, are a financial institution (Wells Fargo Bank) with associated retail and a 26-story Holiday Inn with a ground floor bar and a ground floor restaurant. At the southeast corner of Van Ness Avenue and Pine Street is a two-story retail building.

Immediately across from the project site, on the south side of Pine Street, is the 14-story, 130-foot-tall San Francisco Towers (1661 Pine), a senior residential life-care facility with 240 independent living units, 12 assisted-care units, and a 55-bed skilled nursing facility. It occupies the half-block bounded by Pine Street, Van Ness Avenue, Austin Street, and Franklin Street. Its ground floor retail space faces Pine Street and includes a coffee house and a home stereo retail store.

Across Franklin Street from the project site to the west are a range of one- to five-story buildings, mostly residential flats and multi-unit apartment buildings, some with ground floor retail. A two-story automotive repair shop is at the northwest corner of Pine and Franklin streets.

The area within a four-block radius of the project site is characterized by office buildings and a large hotel, ranging from eight to 12 stories, and mid-rise residential apartment buildings ranging from five to eight stories, interspersed with taller buildings. These larger buildings near the project site include the 26-story Holiday Inn located approximately 225 feet east of the project site and downhill, the 14-story San Francisco Towers, and an 11-story residential/medical office building on California Street. Franklin Street, north of California Street, is lined with four- to eight-story apartment buildings, a 17-story, 45-unit building at 1835 Franklin Street, and the 11-story, 93-unit Clay Park Towers on the northeast corner of Clay and Franklin streets (1890 Clay). South of the project site along Franklin Street are a modern 12-story office building at Franklin and Sutter streets, and the One Daniel Burnham Court residential-office complex with 245 residential units and 40 medical offices in two towers of nine and 16 stories, on the north side of Post Street, east of Franklin Street. Within three blocks of the project site to the southwest are the 17-story, 164-unit Sutterfield condominium complex at 1483 Sutter, and the four-story, 100-dwelling-unit senior complex, called The Broadmoor, at 1499 Sutter.

Several projects are proposed near the project site, including a 300-residential-unit, 38-story tower at 1481 Post Street/1333 Gough Street, between Sutter and Post streets; a 28-residential-unit, five-story building at 1521 Sutter Street between Gough and Octavia streets; and a 107-unit residential-over-grocery (Trader Joe's), approved at 1285 Sutter Street at the southeast intersection with Van Ness Avenue. The proposed California Pacific Medical Center, consisting of a 620-bed hospital and its associated medical offices, would be three blocks south of the project site at Van Ness Avenue, bounded by Post, Geary, and

Franklin streets. Its medical office building is proposed along Geary Street, east of Van Ness Avenue. Other proposed developments in the project area include a 13-story residential-retail building at 1450 Franklin/1581 Bush Street and the remodeling of the Japantown Center.

SAN FRANCISCO PLANNING CODE

Existing Project Site Zoning

The San Francisco *Planning Code*, which incorporates the City's Zoning Maps, implements the San Francisco *General Plan* and governs allowable uses, densities, and configuration of buildings within the city, and sets forth procedures and criteria for review of proposed projects. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project conforms to the *Planning Code*; (2) an allowable exception is granted pursuant to provisions of the *Planning Code*; or (3) amendments to the *Planning Code* (and *General Plan*, if necessary) are included as part of the project. The project site is within an NC-3 (Neighborhood Commercial, Moderate Scale) District and an Automotive Special Use District (SUD). The zoning intent of the NC-3 District is the development of areas that offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood and that provide convenience goods and services to the surrounding neighborhoods.[8] Automotive SUDs are major areas of automotive land uses serving citywide and regional markets.[9] Van Ness Avenue was historically the city's "Auto Row" and some dealerships and showrooms are still located on Van Ness Avenue, in the project area.

Residential, retail, and restaurant uses are principally permitted in the NC-3 District. Conditional Use Authorization is required for any development located on a lot larger than 10,000 square feet in size and within an NC-3 District. *Planning Code* Section 304 requires that all projects located on sites over half an acre in size and that require at least one exception from the *Planning Code* be processed as a Planned Unit Development (PUD), which requires the approval of a Conditional Use Authorization (under *Planning Code* Section 303). In addition, all non-residential, commercial uses larger than 6,000 square feet require Conditional Use Authorization in the NC-3 District. The Automotive SUD permits automobile-oriented uses, but does not require that proposed projects contain automobile-related uses.

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[8] *Planning Code*, Section 712.1, NC-3 – Moderate-Scale Neighborhood Commercial Districts.

[9] *Planning Code*, Section 237, Automotive Special Use District. Automotive SUDs allow for wholesaling of automotive parts and any automotive use listed in Section 223 of this Code (vehicle or trailer sale or rental, automobile service station, minor and major repairs, automobile washing, tire recapping, parking lot, storage garage or yard, parking garage) as permitted principal uses when connected with and incidental to the sale of new or used automobiles and automotive-related uses not connected to an automobile sales business may be permitted as a conditional use.

The project site is located within an NC-3 (Neighborhood Commercial, Moderate-Scale) District and an Automotive SUD. The proposed project's ground floor commercial use, upper floor residential use, and subterranean parking use are allowed in the NC-3 District. The surrounding area consists of a mix of zoning districts, including low density residential in RH districts (one or more blocks west and north of the project site), medium and higher density residential and commercial in RM (immediately west of the project site) and RC districts (one block east of the project site), mixed-use neighborhood-serving commercial uses in the NC-3 District (immediately east and south of the project site), and a Public Use District (northwest of the project site). Specifically, there are nine zoning districts within an approximate one-block radius of the project site, including RH-2[10] and RM-3[11] Districts to the north, the RC-4[12]/Van Ness SUD to the east extending about one-half block on either side of Van Ness Avenue, and the Polk Street NCD[13] further east, the NC-3 District of the project site extending to the south, and RH-2, RH-3,[14] RM-3 and RM-4[15] Districts to the west. Residential districts dominate the area surrounding the one-block radius. A similarity of building styles and large units, considerable open space, and limited non-residential uses characterize RH Districts.[16] RM Districts emphasize higher density residential uses, usually apartment buildings with smaller units and often close to downtown.[17] RC Districts are similar to the RM Districts, but they also allow commercial uses at or below the ground floor.[18]

The project site's western boundary is adjacent to the Van Ness Special Use District (SUD), which is between Nob Hill to the east and Pacific Heights to the west. The Van Ness SUD extends along Van Ness Avenue from the Civic Center to Broadway and includes land use controls of the RC-4 District except as specifically allowed by the Van Ness SUD.[19] The objectives of the Van Ness SUD are to implement the goals and policies of the *Van Ness Area Plan*, a part of the *General Plan*, which includes preservation of the large automotive showrooms; creation of a mix of commercial and residential uses on the boulevard; preservation and enhancement of the pedestrian environment; encouragement of the retention and appropriate alteration of architecturally and historically significant structures; conservation of existing housing stock; and enhancement of the visual and urban design quality of the street. The Van Ness SUD, south of approximately Sacramento Street, is also an Automotive SUD.[20]

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[10] Residential, House, Two-Family.

[11] Residential, Mixed (Apartments and Houses), Medium Density.

[12] Residential-Commercial Combined, High Density.

[13] Neighborhood Commercial District.

[14] Residential, House, Three-Family

[15] Residential, Mixed (Apartments and Houses), High Density.

[16] *Planning Code*, Section 206.1, RH (Residential, House) Districts.

[17] *Planning Code*, Section 206.2, RM (Residential, Mixed) Districts.

[18] *Planning Code*, Section 206.3, RC (Residential-Commercial Combined) Districts.

[19] *Planning Code*, Section 243, Van Ness Special Use District.

The site is within a 130-E Height and Bulk District in which a maximum height of 130 feet is allowed and a maximum building plan length of 110 feet and diagonal dimension of 140 feet are allowed above 65 feet in height under the E bulk designation. Height and Bulk Districts in the vicinity vary from 130-E at the project site, to 40-X northwest of the project site and 240-E southwest of the project site, and include 65-A, 80-A, 80-D, 105-D, 130-V, 130-E, and 130-V. (Please see Figure 16, page 59 for a map of the Height and Bulk Districts in the area).

Past development, under the wide range of land use controls associated with the variety of zoning districts and height and bulk districts surrounding the project site, has produced a similarly wide range of building types and heights as described in the preceding section on land use.

GENERAL PLAN OBJECTIVES

Before approving a permit for any project requiring an Initial Study under the California Environmental Quality Act (CEQA), or issuing a permit for any demolition, conversion or change of use, the City and County of San Francisco is required to find that the proposed project is consistent with the eight *General Plan* Priority Policies established by Section 101.1 of the *Planning Code*. The Planning Commission's review of the project for consistency with the Priority Policies will take place during its review of the required project approvals outlined in the Project Approvals section. The Priority Policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service sectors from commercial office development and

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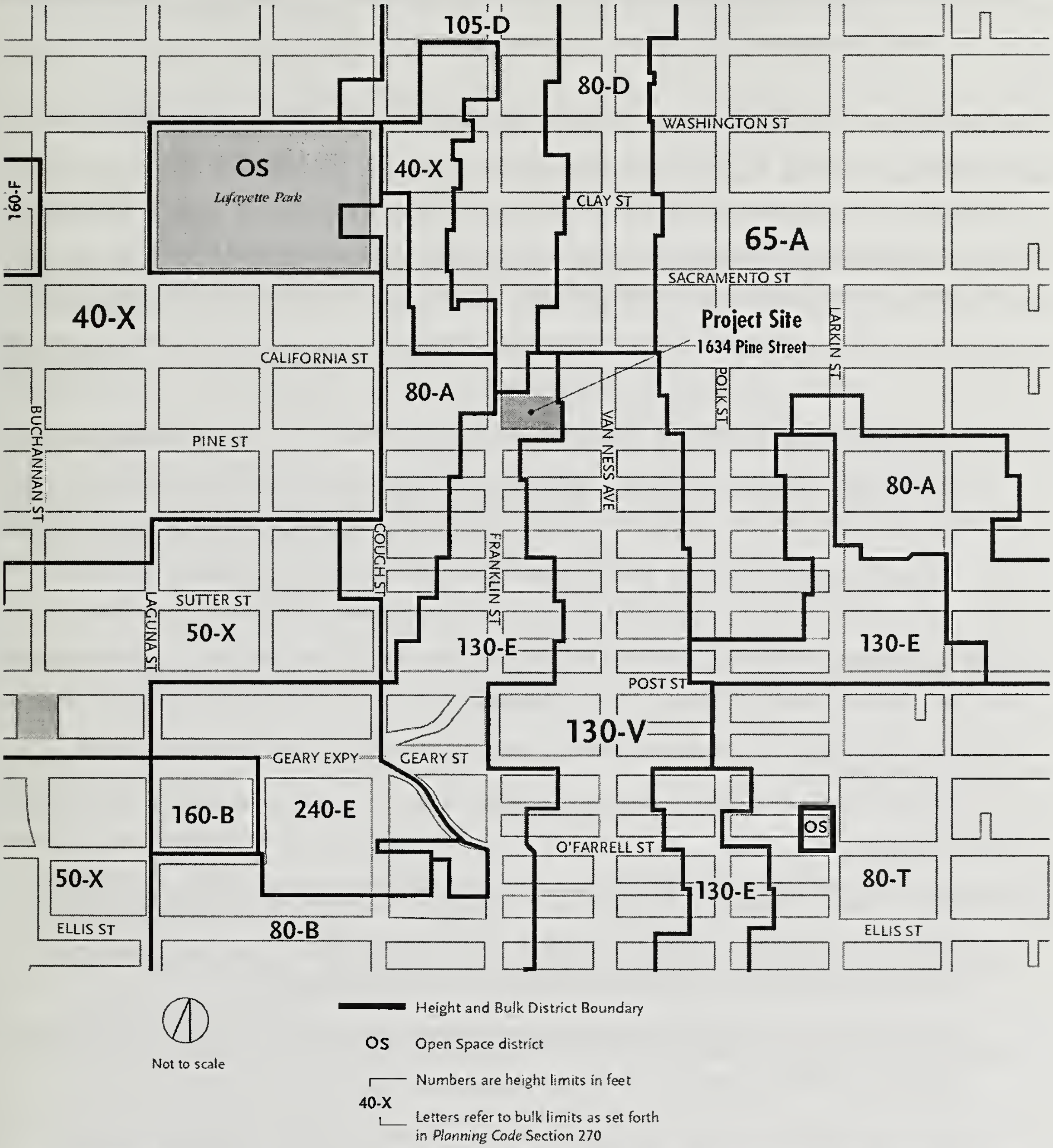
[20] *Planning Code*, Section 237, Automotive Special Use District. Automotive SUDs allow for wholesaling of automotive parts and any automotive use listed in Section 223 of the *Planning Code* (vehicle or trailer sale or rental, automobile service station, minor and major repairs, automobile washing, tire recapping, parking lot, storage garage or yard, parking garage) as permitted principal uses when connected with and incidental to the sale of new or used automobiles, and automotive-related uses not connected to an automobile sales business may be allowed as a conditional use.



Source: During Associates

5-19-08

Height & Bulk Districts Figure 16

enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space.

The *General Plan,* which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The Planning Department, the Zoning Administrator, the Planning Commission and other City decision makers will evaluate the proposed project in accordance with provisions of the *General Plan,* and will consider potential conflicts as part of the decision-making process. The Planning Commission may also evaluate the proposed project in accordance with the provisions of the *Van Ness Avenue Area Plan,* which abuts the project site. This consideration of *General Plan* objectives and policies is carried out independent of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project. Potential conflicts with provisions of the *General Plan* that would cause physical environmental impacts have been evaluated as part of the impacts analysis carried out for relevant, specific topics in the project EIR and Initial Study (see Appendix A). Any potential conflicts with *General Plan* objectives and policies not identified in the EIR could be considered in the project evaluation process and would not alter the physical environmental effects of the proposed project. Some of the key objectives and policies of the *General Plan,* including the *Van Ness Are Plan,* are as follows:

Van Ness Avenue Area Plan

Land Use Element

OBJECTIVE 1: Continue existing [uses] of the Avenue and add a significant increment of new housing.

> POLICY 1.1: Encourage development of high density housing above a podium of commercial uses in new construction or substantial expansion of existing buildings.
>
> POLICY 1.3: Allow residential densities to be established by building volume rather than lot size.
>
> POLICY 1.4: Maximize the number of housing units.

Urban Design Element

OBJECTIVE 5: Encourage development which reinforces topography and urban pattern, and defines and gives variety to the Avenue.

> POLICY 5.1: Establish height controls to emphasize topography and adequately frame the great width of the Avenue.
>
> POLICY 5.4: Preserve existing view corridors [including Pine Street].
>
> POLICY 5.5: Encourage full lot development resulting in a maximum number of dwelling units.
>
> POLICY 5.6: Encourage separation of towers for buildings involving more than one tower.

Residential Livability Element

OBJECTIVE 7: Provide safe and attractive environments within each mixed-use development.

POLICY 7.1: Ensure safety, security and privacy within new residential developments while encouraging efficient use of common open space areas.

POLICY 7.2: Provide wind protection and sun exposure to private and common open space areas.

POLICY 7.3: Generally maintain existing open space requirements for residential use. Allow common open space requirements to be met by a variety of recreation and open space features.

General Plan

Urban Design Element

OBJECTIVE 1: Emphasis of the characteristic pattern that gives to the city and its neighborhoods an image, a sense of purpose, and means orientation.

POLICY 1.3: Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

OBJECTIVE 2: Conservation of resources that provide a sense of nature, continuity with the past, and freedom from overcrowding.

POLICY 2.6: Respect the character of older development nearby in the design of new buildings.

OBJECTIVE 3: Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment.

POLICY 3.1: Promote harmony in the visual relationships and transitions between new and older buildings.

POLICY 3.4: Promote building forms that will respect and improve the integrity of open spaces and other public areas.

POLICY 3.5: Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

POLICY 3.6: Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

OBJECTIVE 4 (Neighborhood Environment): Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity.

POLICY 4.1: Protect residential areas from the noise, pollution and physical danger of excessive traffic.

POLICY 4.3: Provide adequate lighting in public areas.

POLICY 4.4: Design walkways and parking facilities to minimize danger to pedestrians.

POLICY 4.12: Install, promote and maintain landscaping in public and private areas.

POLICY 4.15: Protect the livability and character of residential properties from the intrusion of incompatible new buildings.

Map 4, The project site is in a 161-240 feet height in the Urban Design Guidelines for Height of Buildings.[21]

Residence Element (1990)

OBJECTIVE 1: To provide new housing for all income groups in appropriate locations.

POLICY 1.1: Encourage development of housing on surplus, underused and vacant public lands.

POLICY 1.2: Facilitate the conversion of underused industrial and commercial areas to residential use.

POLICY 1.4: Encourage infill housing on appropriate sites in established residential neighborhoods.

OBJECTIVE 2: To increase substantially the supply of housing without overcrowding or adversely affecting the prevailing character of existing neighborhoods.

POLICY 2.2: Encourage higher residential density in areas adjacent to downtown and in neighborhood commercial districts where higher density will not have harmful effects.

OBJECTIVE 5: To provide housing affordable by all income groups, particularly low and moderate income households.

POLICY 5.3: Seek inclusion of low to moderate income units in new housing developments.

OBJECTIVE 6: To provide a quality living environment.

POLICY 6.4: Promote development of well designed housing.

Housing Element (2004)

OBJECTIVE 1: To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment demand.

POLICY 1.1: Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

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[21] Urban Design Element, page I.5.34

POLICY 1.2: Encourage housing development, particularly affordable housing, in neighborhood commercial areas without displacing existing jobs, particularly blue-collar jobs or discouraging new employment opportunities.

POLICY 1.4: Locate in-fill housing on appropriate sites in established residential neighborhoods.

POLICY 1.7: Encourage and support the construction of quality, new family housing.

OBJECTIVE 8: Ensure equal access to housing opportunities.

POLICY 8.4: Encourage greater economic integration within housing projects and throughout San Francisco.

POLICY 8.8: Promote the adaptability and maximum accessibility of residential dwellings for disabled and elderly occupants.

POLICY 8.9: Encourage the provision of new home ownership opportunities through new construction so that increased owner occupancy does not diminish the supply of rental housing.

OBJECTIVE 11: In increasing the supply of housing, pursue place making and neighborhood building principles and practices to maintain San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

POLICY 11.1: Use new housing development as a means to enhance neighborhood vitality and diversity.

POLICY 11.2: Ensure housing is provided with adequate public improvements, services, and amenities.

POLICY 11.5: Promote the construction of well-designed housing that enhances existing neighborhood character.

POLICY 11.8: Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

POLICY 11.9: Set allowable densities and parking standards in residential areas at levels that promote the city's overall housing objectives while respecting neighborhood scale and character.

Commerce and Industry Element

OBJECTIVE 6 (Neighborhoods): Maintain and strengthen the viable neighborhood commercial areas easily accessible to city residents.

POLICY 11.10: Include energy efficient features in new residential development and encourage weatherization in existing housing to reduce overall housing costs and the long-range cost of maintenance.

REGIONAL PLANS AND POLICIES

The five principal regional planning agencies and their policy plans that guide planning in the nine-county Bay Area include (1) the Association for Bay Area Governments' A Land Use Policy Framework and Projections 2005, (2) the Bay Area Air Quality Management District's (BAAQMD's) Clean Air Plan (CAP) and Bay Area 2005 Ozone Strategy, (3) the Metropolitan Transportation Commission's Regional Transportation Plan (RTP) – Transportation 2030, (4) the San Francisco Regional Water Quality Control Board's (RWQCB's) San Francisco Basin Plan, and (5) the San Francisco Bay Conservation and Development Commission's (BCDC's) San Francisco Bay Plan. Due to the size and nature of the proposed project, there would be no anticipated conflicts with regional plans.

IMPACTS

Significance Criteria

A project would have a significant land use effect on the environment if it were to:

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the *General Plan*, specific plans, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Have a substantial adverse impact on the existing character of the vicinity.

Impact Analysis

The proposed project would demolish the five existing buildings on the site and the 22-space surface parking lot, and construct a 283-unit residential building of up to approximately 377,815-sq.ft with a 155-foot-tall, 15-story tower on its east portion and a 240-foot-tall, 24-story tower on its west portion connected by an approximately 18-foot high entrance lobby, with about 6,380 sq.ft. of ground floor commercial space and a, 317-space subterranean parking structure.

The proposed project would not disrupt or divide the physical arrangement of an established community. The proposed project would introduce high density residential use to the project site that would be the most intense in the area. The proposed density is allowable under the PUD provisions of *Planning Code* Sections 304 and 209.

The land use character of the larger area surrounding the project site is mixed-use. Nearby land uses include residential, office, retail (including supermarket, restaurant and bar), auto service, church, hotel, and parking. There is a variety of building types, sizes, ages, and heights near the proposed project. The neighborhood contains both low-density, one- to-three-story residential and commercial buildings. There are also more modern, higher density residential and commercial uses in the vicinity in buildings from four to 26 stories tall.

The proposed project would be compatible with the mixed-use character of the vicinity. It would replace the existing vacant buildings and the former office and car rental uses with a high-density, high-rise residential structure that would contain commercial/restaurant space on the ground floor and parking. These uses would be similar to the existing uses in the vicinity. The proposed project would be a change from the existing land uses, but the change in land use would not be a significant impact.

In the analysis of the proposed project's effects on existing applicable land use plans, policies, or regulations, and on the existing character of its vicinity, the proposed height and bulk limit increase for the project was evaluated. Height limits surrounding the project site are shown in Figure 16, page 59. The project is located at the northern end of a sizable area with a 130-foot height limit, centered along the Van Ness Avenue corridor that is addressed in the Van Ness Avenue Area Plan. Height limits between Franklin and Gough Streets west of the project site decrease to 80 feet; west of Gough Street the prevailing height limit is 40 feet. North of the project site, the height limits along Pine Street range between 40 feet and 105 feet for several blocks. The closest location to the project site with a 240-foot height limit is the portion of the former Western Addition Area A-1 Redevelopment Area centered on Gough Street and Geary Boulevard, approximately five blocks southwest of the project site, which was the subject of a Redevelopment Plan and contains St. Mary's Cathedral and some high-rise residential buildings.

The proposed project involves height reclassification of the project site and construction of a building up to 240 feet in height, 110 feet (85 percent) higher than the existing height limit in the vicinity of the project site. Height limits in the area surrounding the project site reflect the prevailing topography, land uses, and planning context (i.e. Van Ness Avenue Area Plan policies and *General Plan* Urban Design Element).

The Urban Design element of the San Francisco *General Plan* establishes the overall pattern of the city's development as an important attribute of the physical environment. Map 4 of the Urban Design Element (p. I.5.34) contains guidelines for building height in San Francisco; the building height guidelines for the portion of the north-south corridor west of Van Ness Avenue that includes the project site calls for heights of 161-240 feet. The Urban Design Element also contains policies that address building heights in the context of surrounding development, topography, and the city pattern (Policy 5, p. I.5.33). As Figure

16 shows, the height limits in the area surrounding the project site are lower than the height guideline in the General Plan, and the surrounding context of height limits in the vicinity generally maintains a pattern of 130 feet along the Van Ness Avenue corridor with a transition to lower heights in the residential portions of Pacific Heights to the west. The portion of the area in which the height limit reaches the maximum 240-foot limit of the guidelines established in the Urban Design Element is the aforementioned portion of the Western Addition Redevelopment Area at Gough Street and Geary Boulevard, which provides visual prominence to the distinctive form of St. Mary's Cathedral and a limited number of high-rise residential buildings.

The proposed height of the project is not consistent with the surrounding context of development and would represent a substantial departure from the existing height limit and the pattern of height limits and development in the vicinity of the project site. The stated purposes of the height and bulk districts are identified in Section 251 of the Planning Code and include multiple considerations relevant to the physical environment of San Francisco and its neighborhoods. The substantial nature of the proposed change in the height limit on the project site is not consistent with the site's existing zoning and the zoning of properties surrounding the project site, and would conflict with a land use regulation adopted for the purpose of avoiding or mitigating an environmental effect, resulting in a significant land use impact. This impact is not possible to mitigate for the project as proposed, and would therefore be a significant unavoidable project impact.

As noted on page 55, a number of projects are planned that would contribute to a cumulative land use effect in the surrounding neighborhood. However, all the proposed uses are allowed, and would not introduce new land uses to the area, except for the California Pacific Medical Center 600-plus-bed hospital. Projects would include the 38-story residential tower at 1481 Post/1333 Gough Street; the 13-story residential/retail building at 1450 Franklin/1581 Bush Street; the five-story residential building at 1521 Sutter Street; between Gough and Octavia streets; the 13-story residential-over-grocery (Trader Joe's), approved at 1285 Sutter Street at Van Ness Avenue; the proposed California Pacific Medical Center at Van Ness Avenue, and Geary and Post streets; and the remodeling of the Japantown Center. Although the proposed projects would increase the population density in the area, their uses are consistent with other land uses in the vicinity, except for the 600-plus-bed California Pacific Medical Center; and cumulative land use effects would not be significant. The potential land use effect of the California Pacific Medical Center project is unknown; however, if a substantial, adverse change were to result from the addition of hospital uses in the area, the proposed project would not contribute this change.

B. AESTHETICS

This section discusses existing visual conditions and the effects of the proposed project. The EIR includes a discussion of the context and urban design of the proposed project. Photographs taken from vantage points as indicated on Figure 17 (page 68) illustrate the visual character of the project vicinity, and include photosimulations of the proposed project in the context of the surrounding buildings (Figures 18 through 23, pages 69 to 74), as well as distant views of the project..

SETTING

Visual Character of the Site

The view of the existing project site from the south, across Pine Street, is of a low-scale mid-block street wall formed by five older buildings (three one-story and two two-story buildings) with brick façades. Seven street trees obscure street-level views of the buildings' upper stories. The sixth lot of the project site is a surface parking lot at the project site's western boundary (see Figure 2, page 35 for the existing site plan). The 35,496-sq.-ft., rectangular project site slopes downward toward Van Ness Avenue in a northeasterly direction.

The architectural style of the middle three buildings (1650, 1656, and 1670-80 Pine Street) is Simplified Renaissance Revival, and the style of the other two buildings is Simplified Renaissance Revival Block style.[22] All the buildings have brick façades with various sized and shaped windows.

Five views of the project site show existing conditions and photo-simulated views of the proposed project. Figure 17, page 68, shows the locations of these view points. Figure 18, page 69, is a view looking northeast toward the project site from near the southwest corner of Franklin Street and Pine Street. Figure 19, page 70, illustrates views looking southeast diagonally across the intersection of Franklin and California streets toward the project block with the Holiday Inn east of the project block about 225 feet east of the project site, and downhill and San Francisco Towers across Pine Street from the project site. Figure 20, page 71, illustrates views east toward the project site along Pine Street, between Franklin and Gough streets. Figure 21, page 72, is a view north along Van Ness Avenue at Post Street, three blocks south of Pine Street. Figure 22 is a panoramic view of the project looking southeast from within Lafayette Park, east of

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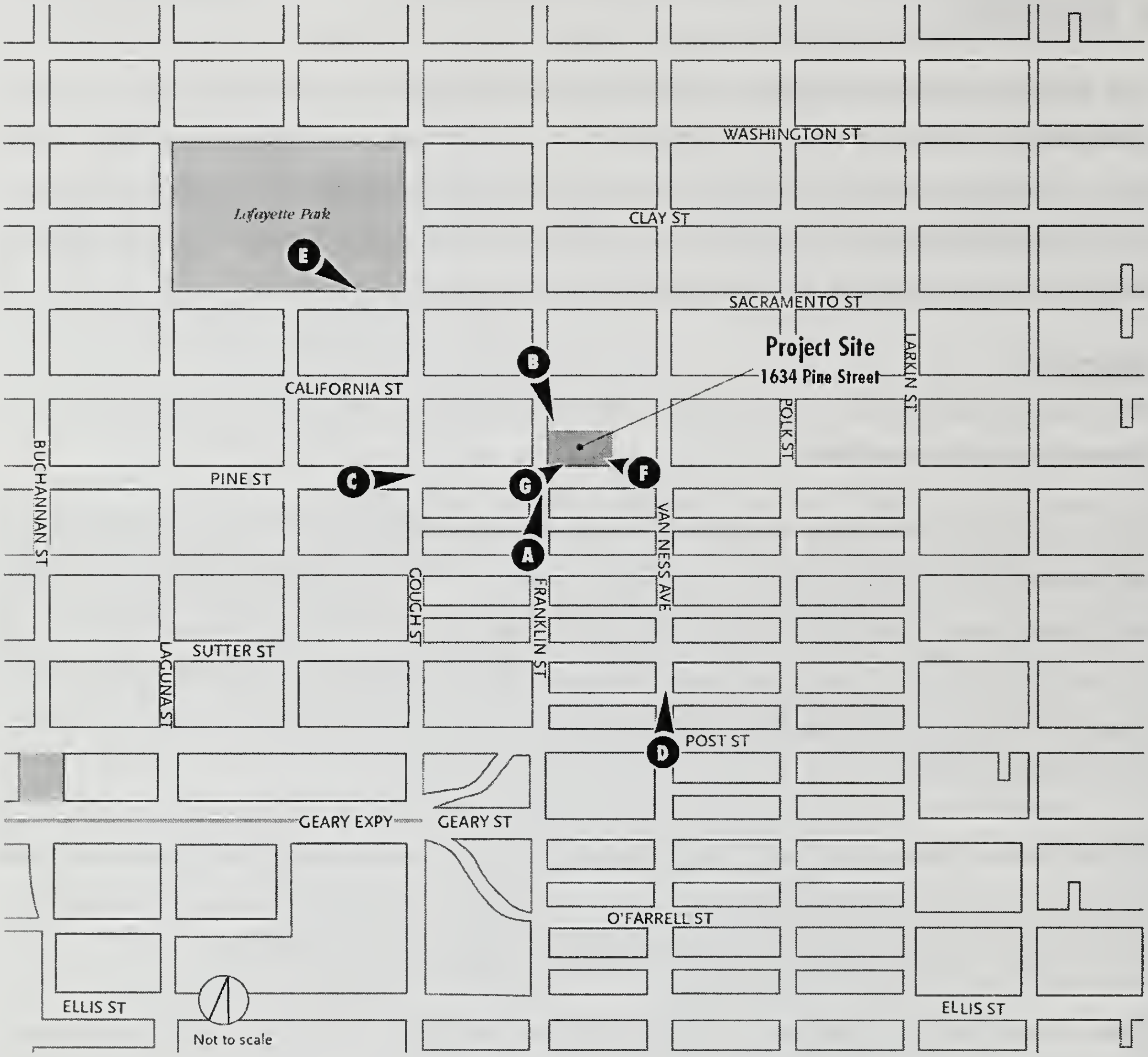
[22] Patrick McGrew, McGrew/Architecture, *1600 Block Pine Street Historic Resources Evaluation Report*, San Francisco, California, October 2006. This report is available for public review by appointment in Project File No. 2004.0764E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.



A ▶ Arrow shows direction of photo view

A View looking north on Franklin Street at Bush Street

B View southeast on Franklin Street at California Street

C View east on Pine Street across Franklin Street

D View north on Van Ness Avenue at Post Street

E View southeast from Lafayette Park

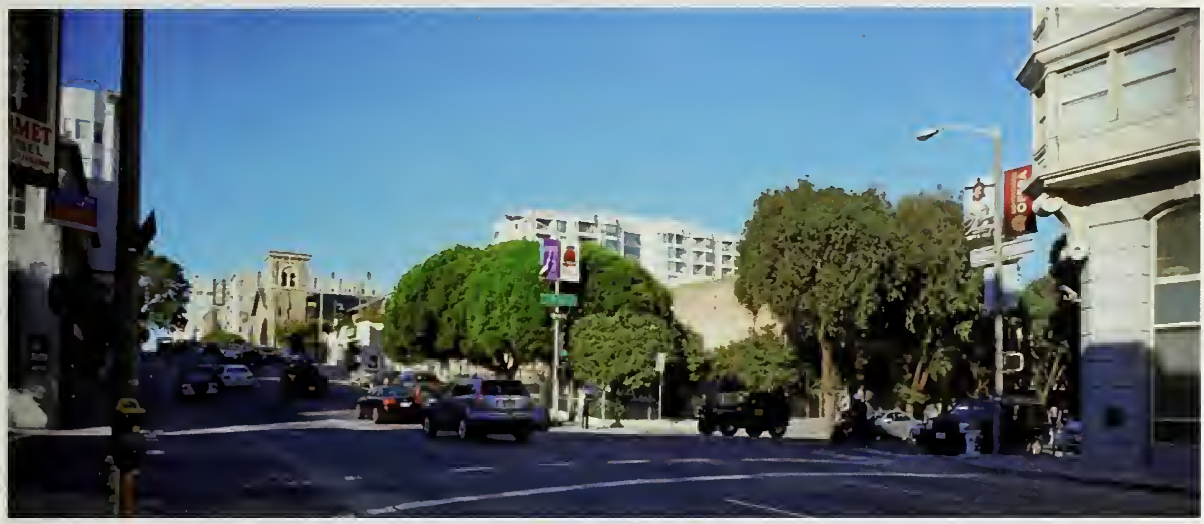
F View northwest on Pine Street

G View northeast on Franklin Street at Pine Street

Source: During Associates

11-21-08

Viewpoint Locations Figure 17



Existing View

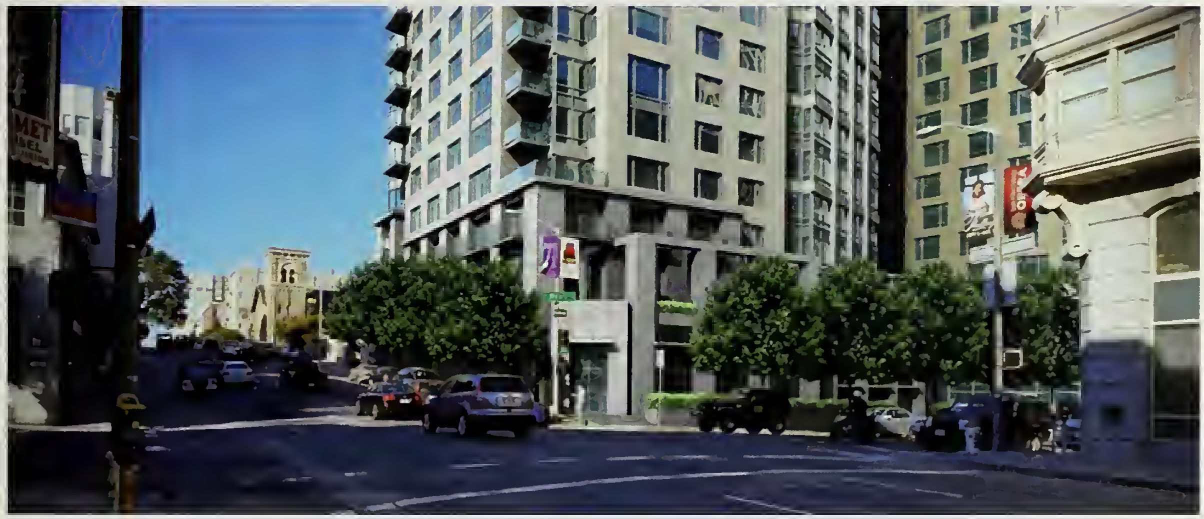
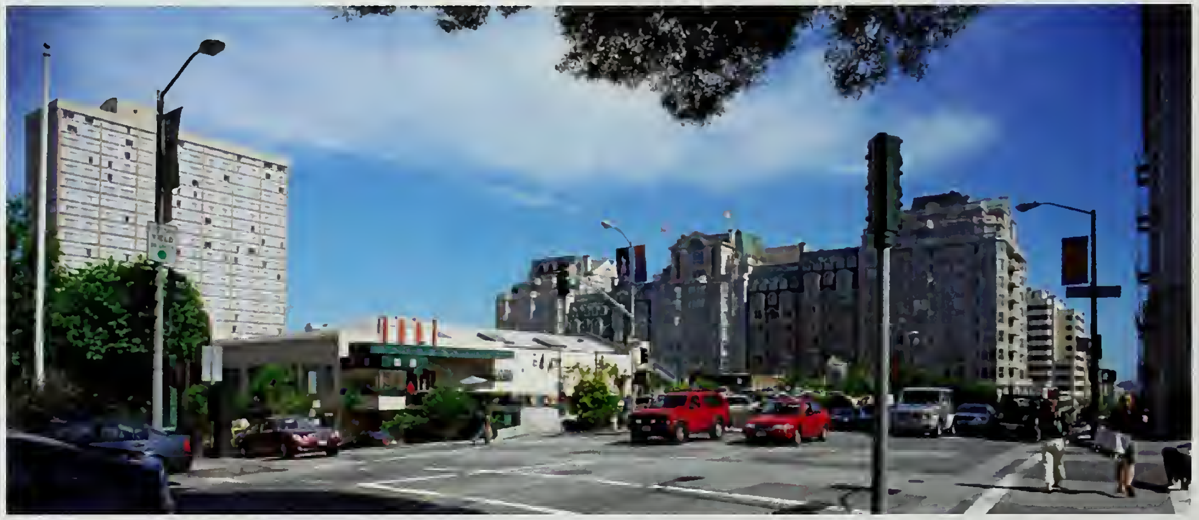


Photo Rendering

Source: Square One Productions

12/8/08

View Looking Northeast on Franklin Street at Pine Street Figure 18



Existing View

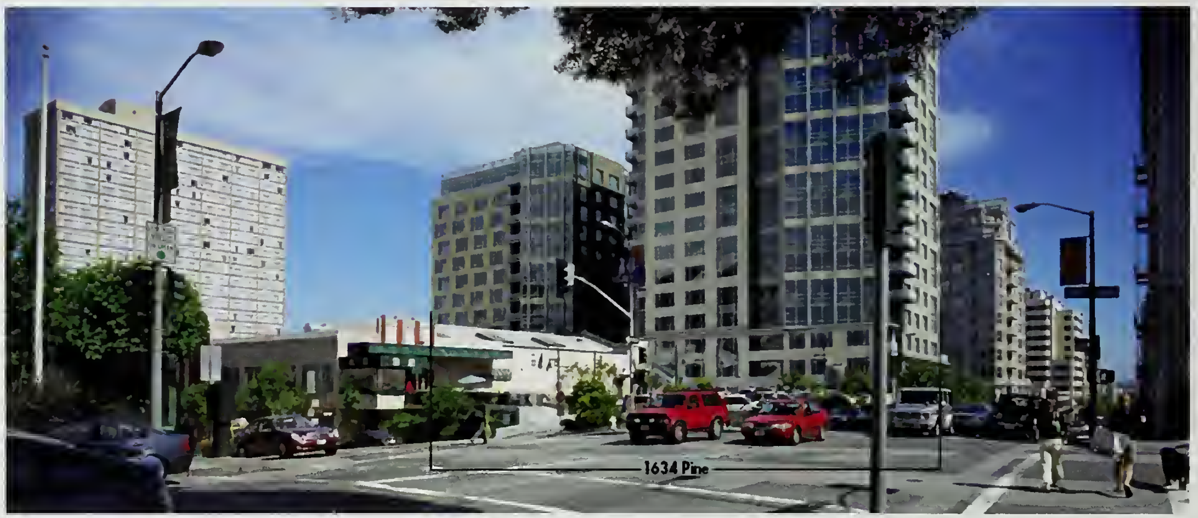


Photo Rendering

Source: Square One Productions

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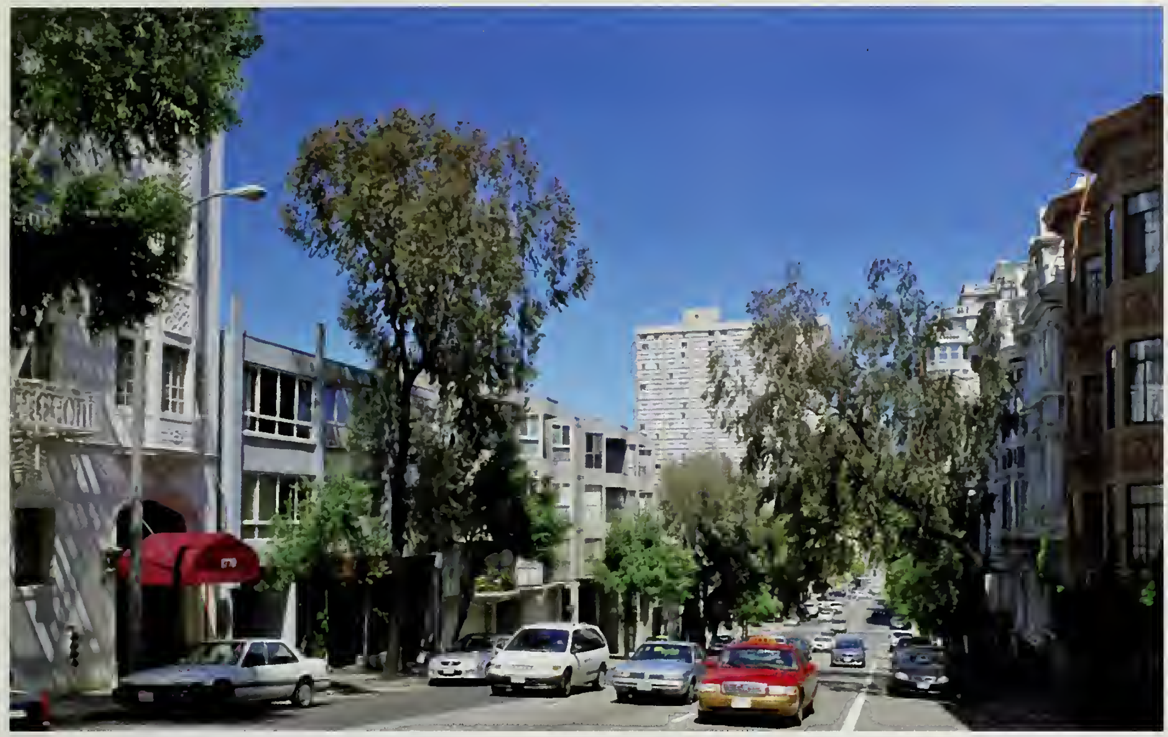
View Looking Southeast on Franklin Street at California Street Figure 19



Existing View

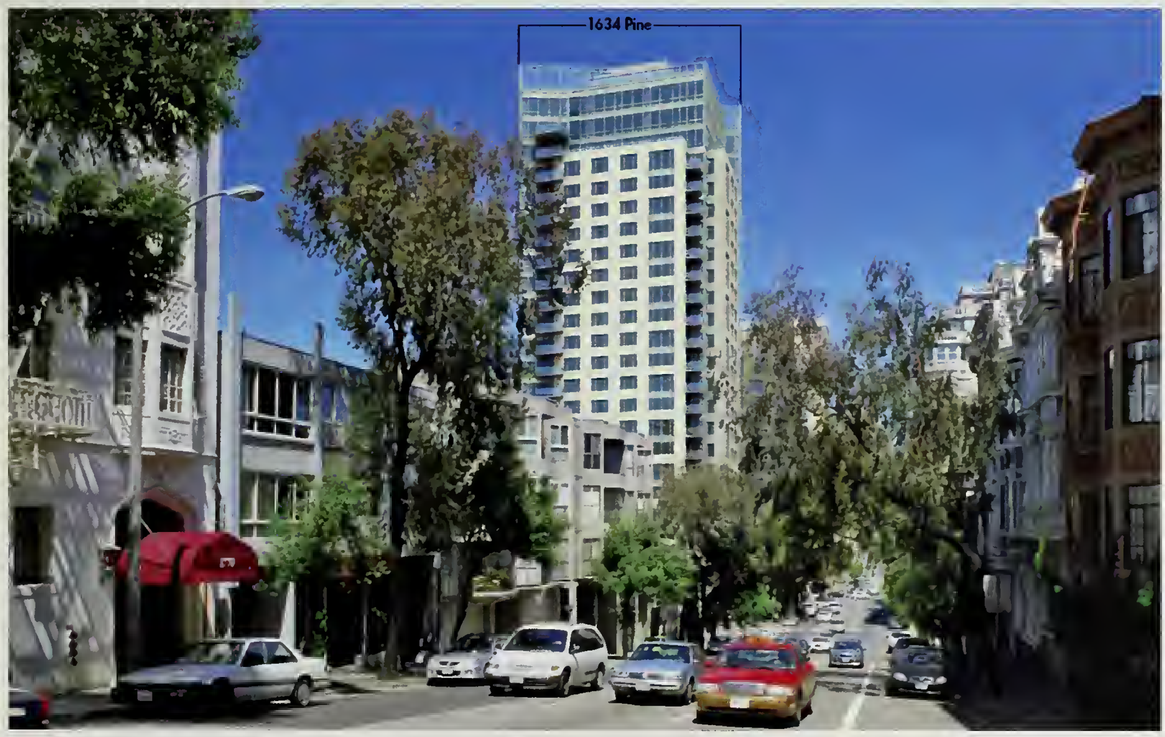


Photo Rendering of Proposed Project

Source: Square One Productions

12-8-08

View East on Pine Street Across Franklin Street Figure 20

Existing View

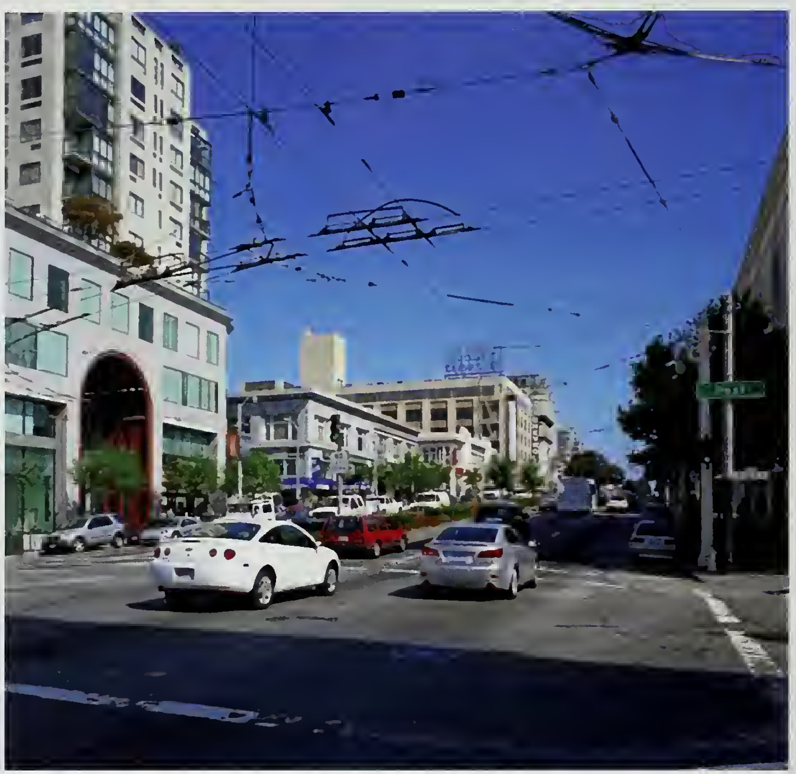
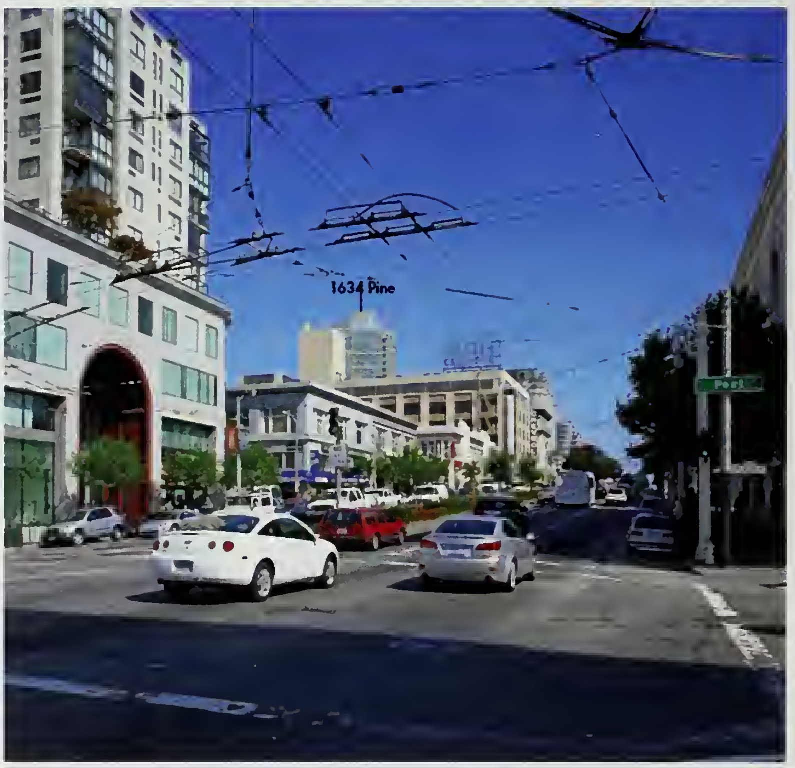


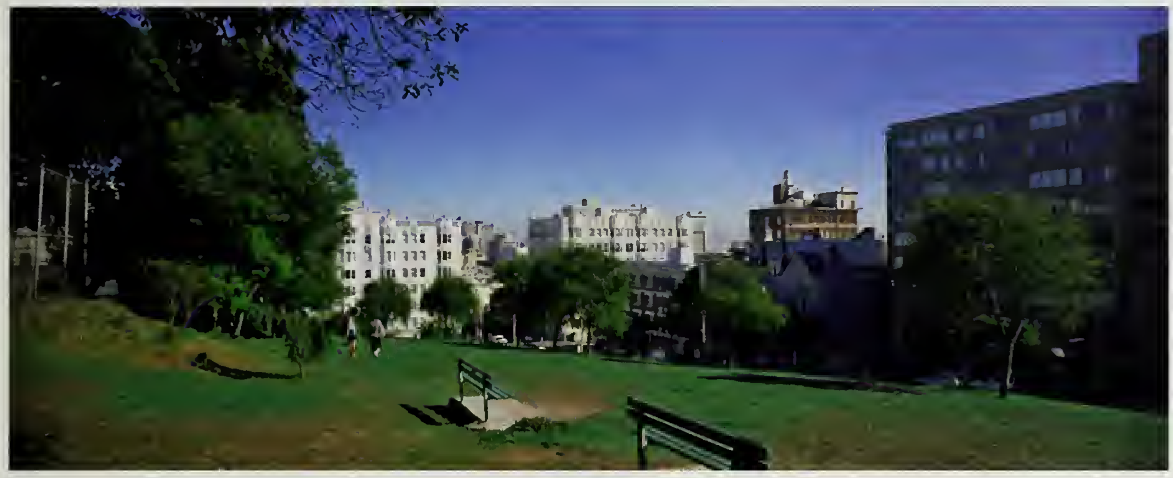
Photo Rendering



Source: Square One Productions

12/8/08

View Looking North on Van Ness Avenue at Post Street Figure 21



Existing View

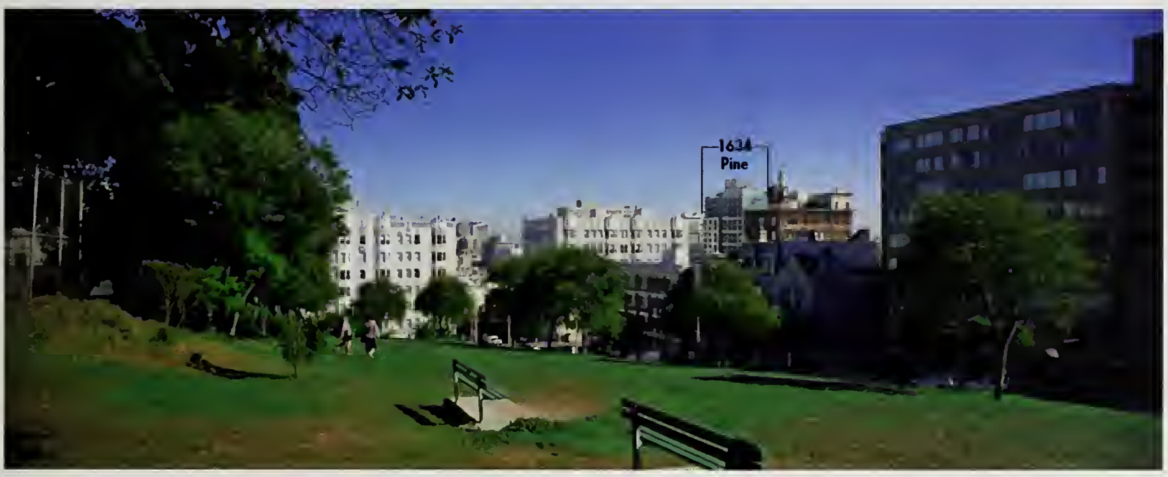


Photo Rendering

Source: Square One Productions

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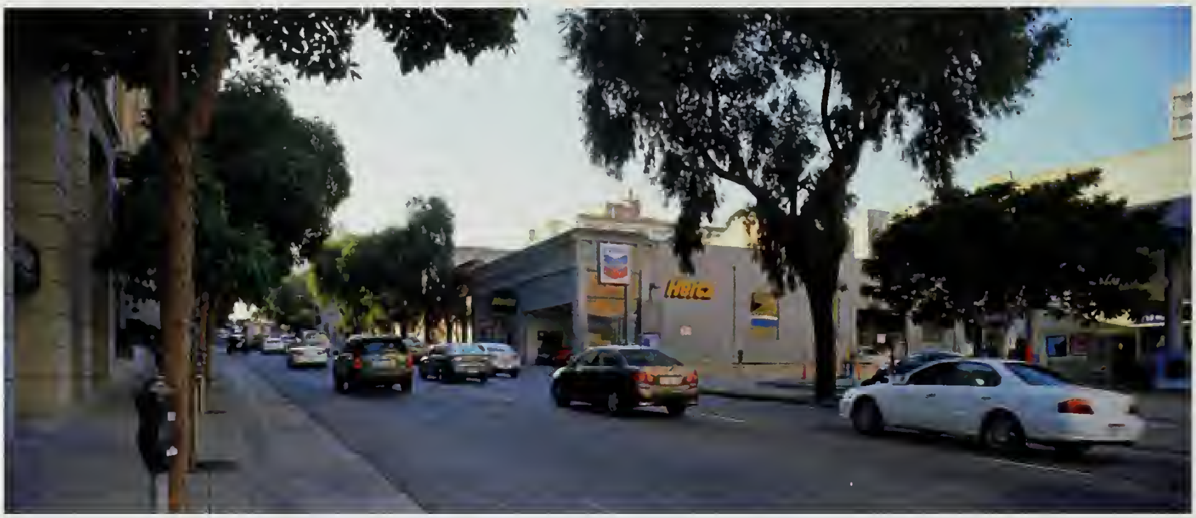
View Looking Southeast from Lafayette Park Figure 22



Existing View

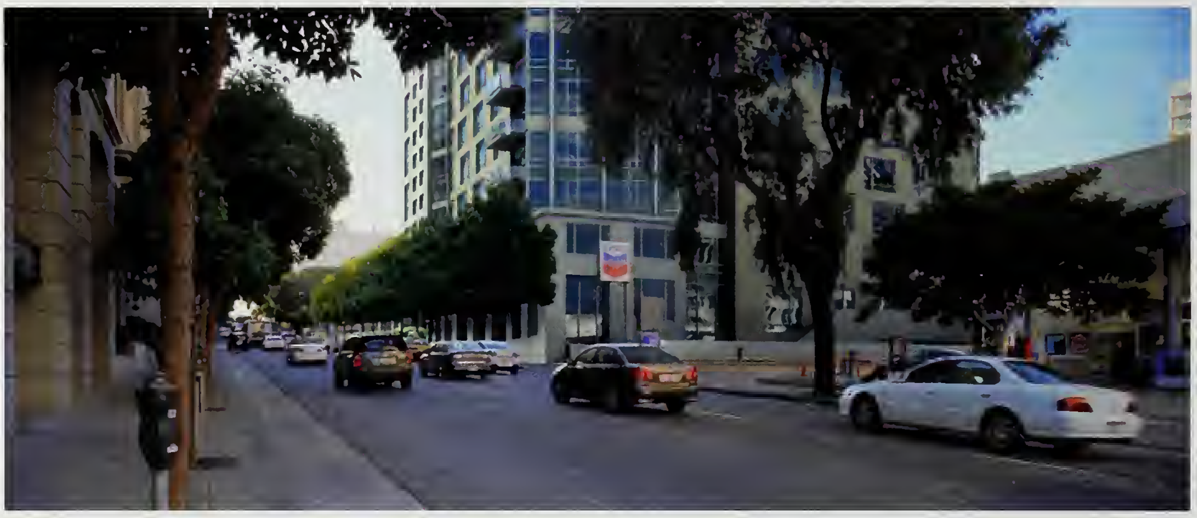


Photo Rendering

Source: Square One Productions

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View Looking Northwest on Pine Street at Van Ness Avenue Figure 23 the center portion of the park. Figure 23, page 74, is a view looking northwest toward the project site, near the southwest corner of Pine Street and Van Ness Avenue.

Visual Character of the Surrounding Neighborhood

Overall, the area surrounding the project site is composed of varied clusters of different building types, heights, and land uses on flat to steep topography and along a mix of main thoroughfares, arterials, and quiet alley streets. Often, high-contrast developments are located next to each other, such as low-rise and high-rise buildings in this dense and urbanized portion of central San Francisco. The visual features of the surrounding neighborhoods vary and reflect the different topography, street systems, public open spaces, and the variety of land uses and architectural styles of the surrounding neighborhoods. Although the predominant land use is residential, the surrounding neighborhoods include office, supermarket, retail, restaurant, bar, auto service, church, hotel, and parking uses.

This mixed-use built environment is evident within a four-block radius of the project site. The east Pacific Heights residential neighborhood, west of the project site, generally is moderately-to-densely-scaled while the residential-commercial Van Ness SUD, east of the project site, consists of low- to high-density, mixed-uses. These neighborhoods contain a number of scattered pockets of low-density, one- to-three-story residential and commercial buildings, and mid-to high-rise, higher density, four- to 24-story residential and commercial structures.

The more prominent buildings of the project area's varied urban landscape include the 26-story, approximately 320-foot-tall Holiday Inn, one block east of the project site, which was built in 1973; the 14-story, approximately 130-foot-tall San Francisco Towers building directly across Pine Street from the project site, which occupies half of the block bounded by Pine, Franklin, Van Ness, and Bush; and the 11-story, approximately 120-foot-tall residential/medical office building one block north at 1700 California Street. Franklin Street, north of California Street, is lined with four- to eight-story apartment buildings, interrupted by the 17-story, 45-unit apartment building at 1835 Franklin Street, and the 11-story, 93-unit Clay Park Towers, on the northeast corner of Clay Street (1890 Clay). A six-story apartment building is at the southwest corner of Franklin and California streets. Across Franklin Street from the project site are two, four-story apartment buildings and a two-story auto body repair shop. South of the project site, along Franklin Street, between Pine and Austin streets, are two, four-story residential buildings. Further south along both sides of Franklin Street are two, three-story residential and commercial buildings. A modern 12-story office building is located at Franklin and Sutter streets. The One Daniel Burnham Court complex of 245 residential units and 40 medical offices in two towers of nine- and 16-stories occupies the north side of Post Street, east of Franklin. The eight-story, 400-room Cathedral Hill Hotel is at 1101 Van Ness Avenue, between Post Street and Geary Boulevard. Within three blocks of the project site, to the southwest, is the 17-story, 164-unit Sutterfield residential condominium complex at 1483 Sutter, and the four-story, 100-unit Broadmoor senior residential complex at 1499 Sutter.

Public Open Spaces

Public open spaces provide visual relief from the hard materials and forms of the built environment. The nearest public open space to the project site is the four-square-block Lafayette Park, bounded by Sacramento, Gough, Washington and Laguna streets. The park slopes upward to the northwest from Gough Street and slopes downward from the center of the park to the southwestern corner. The park provides scenic vistas of the city to the east, south and west.

Alta Plaza Park is about ten blocks northwest from the project site, in the Pacific Heights neighborhood. Jefferson Square and the adjacent Hayward Playground are about eight blocks southwest from the project site, in the Western Addition neighborhood. Hamilton Recreation Center is about ten blocks southwest from the project site, in the lower Pacific Heights/Japantown area. The project site is not visible from any of these parks and they are not visible from the project site due to the long distances between the project site and the other neighborhoods' parks, intervening buildings, and hilly topography.

Views

The project site is visible from some residential buildings in the area, in particular the San Francisco Towers which is directly across Pine Street from the project site, as well as from the upper floors of other residential buildings along Franklin and Pine streets. The proposed project would be primarily visible from sidewalks and streets immediately adjacent to the project site. Portions of the project would be visible from public vantage points not immediately adjacent to the project site.

Physical elements such as buildings and structures guide lines of sight, control view directions, and create view corridors for pedestrians and motorists. The topography of the project area is hilly, and pedestrians and drivers have limited public scenic vistas of the city and San Francisco Bay in the project vicinity. There is no view of the San Francisco Bay from the project site. The view west from the project site, two blocks along Pine Street, is of typical urban streets framed by the street walls of one- to four-story buildings, culminating in a view of the sky as Pine Street crests the hilltop. The view down Pine Street across Polk Street to the east and up Nob Hill features the residential expanse of the western slopes of Nob Hill and Russian Hill and the sky in the distance. The 14-story San Francisco Towers which is immediately across Pine

Street from the project site and the 26-story Holiday Inn, a block east across Van Ness Avenue, dominate the foreground. The view down Franklin Street to the south culminates in the low-rise buildings at the intersection with Market Street and large expanses of the distant San Bruno Hills and the sky in the background. The view north along Franklin Street is framed by the two- to eight-plus-story street wall of residential apartment buildings and ends at the hilltop five blocks north at Jackson Street.

IMPACTS

Significance Criteria

A project would have a significant impact on aesthetic character or scenic views if it would substantially degrade the existing visual character or quality of the site and its surroundings or have a substantial adverse effect on a scenic vista now observed from public areas. A project must have a demonstrable, substantial adverse effect on its setting in order to result in a significant aesthetic impact.

Aesthetic Effects

The proposed project would remove existing visual elements on the project site, consisting of the low street wall created by the three one-story brick façade buildings and the two two-story brick façade buildings; the surface parking lot on the northeastern corner of the Pine/Franklin intersection; and the street trees in front of the project site along Pine Street and on the surface parking lot (see Figures 26 and 27, pages 104 and 105, in the Historical Architectural Resources section, for pictures of the existing on-site structures). The proposed project would replace these visual elements with a high-density, pre-cast concrete-cladded residential/commercial building with 15- and 24-story towers. The design features articulated, angled curtain walls around a recessed entry plaza off of Pine Street. Each façade would have vertical sections of concrete siding punctuated with windows flush with the exterior wall alternating with vertical sections of recessed decks, windows, and doors.

From the vantage point shown in Figure 18, page 69, the proposed building would dominate the scene and would obscure views of the 14-story San Francisco Tower building, which is directly across Pine Street from the project site. From the vantage point shown in Figure 19, page 70, the proposed project would be prominent and would largely block views of the 14-story San Francisco Towers and vistas to the south of the project site. The proposed project would appear to be the most dominant structure in this view, and would alter pedestrian and other nearby residents' views. From the vantage point shown in Figure 20, page 71, the proposed project would introduce a vertical volume that would rise above the existing skyline. It would be the most dominant structure from this vantage point, adding a new high-rise building to the view of the two- to four-story buildings in the foreground, and would block views of the 26-story Holiday Inn, east of the project site. From the vantage point shown in Figure 21, page 72, Tower 2 would be visible and the view of the Tower 1 would be blocked by Daniel Burnham Court. From the vantage point shown in Figure 22, page 73, only Tower 1 would be visible from this location due to the intervening buildings north of the proposed project. From the vantage point show in Figure 23, page 74, the proposed project would be the one of the most dominant structures along Pine Street and would affect residential and pedestrian views from the south and east.

The proposed project's 24-story Tower 1 on Pine and Franklin streets would be taller than all of the buildings in the vicinity except for the 26-story Holiday Inn across Van Ness Avenue on the east side; however the Holiday Inn is located downhill from the project site at an approximate grade of five percent,[23] and across the approximately 90-foot wide Van Ness Avenue, so its apparent height may be somewhat less than the proposed project's Tower 1. The 15-story, 155-foot tall Tower 2, on Pine Street would be taller in height to the 14-story, 130-foot tall, San Francisco Towers building across the street. The proposed project's Tower 1 would be one of the tallest structures in the neighborhood and would be visually dominant.

The project would change the visual character of the project site by replacing the site's historical five one- and two-story buildings and the 22-space surface parking lot with a high-rise, two-tower residential/commercial structure. The proposed project's height and massing would be similar to some existing and proposed buildings in the project area. The proposed project would provide the maximum number of units and residential square footage as permitted under Planned Unit Development provisions of *Planning Code* Section 304, and NC-3 District provisions of Section 712 (up to 283 units and 351,131 square feet of residential space), and would allocate the residential units in two tall towers rather than a shorter, bulkier building that would extend to the project site's property lines as permitted under the *Planning Code* (subject to rear-yard setbacks on residential floors). In addition, public ground level open space would be provided as part of the project. The requested Height and Bulk District map reclassification from a 130-E Height and Bulk District to a 240-G Height and Bulk District, is proposed in order to enable the project sponsor to shift the maximum square footage that would be permitted at the lowest seven floors of the building under existing Height and Bulk District controls upward into floors eight through 15 of Tower 2 and the eighth through the twenty-fourth floor of Tower 1. Tower 1 and Tower 2 would have ten stories (about 110 feet) and two stories (about 25 feet), respectively, of additional floor area above the currently permitted height limit, thereby creating leaner building profiles. The existing Height and Bulk controls are 130-E; which designates that no setback is required to a height of 65 feet, above which a maximum plan length of 110 feet and a maximum diagonal dimension of 140 feet are permitted. The project sponsor proposes changing the Height and Bulk controls to 240-G; such that no setback would be required to a height of 80 feet, above which a maximum plan length of 170 feet and a maximum diagonal dimension of 200 feet would be permitted.

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[23] San Francisco Department of Public Works, Subdivision and Mapping website Key Maps, available online at http://209.77.149.9/subdivision/dpwweb/. Accessed for this report January 28, 2008.

Shifting the maximum allowable floor area from the lower seven stories building bulk up into taller towers would allow for the provision of approximately 6,940 square feet of ground level publically accessible open space (out of a total of 8,450 square feet of common open space in the project), a 22-foot setback from the Pine Street property line of Tower 1, and 15- and 20-foot setbacks from the rear property line, which extends approximately 260 feet, without reducing the total number of residential units. The proposed open space at the base of the building would be developed and landscaped into a new public plaza. In addition, the plaza would serve as open space for the neighborhood, and would provide a variety of spaces for pedestrian use. The plaza would be intended to be a transition area between the sidewalk, and the ground story commercial/restaurant spaces. Although the existing buildings on the site create a relatively uniform street wall height, this street wall does not extend beyond the project site on the project block due to the existing gas station east of the project site; the open plaza would therefore not detract from an existing, continuous street-level frontage beyond the project site.

The proposed building would be one of the two or three tallest in an area of one- to 26-story building heights. The increase in development density and height on the project site, while noticeable, would not result in a demonstrable adverse visual effect on the existing visual character of the site or its surroundings.

The proposed project's final architectural design would undergo evaluation by the Planning Department and Planning Commission as part of the project and PUD review process, separate from this environmental review. Design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. A proposed project would have a significant adverse impact on visual resources under CEQA only if it would substantially degrade the existing visual character or quality of the site and its surroundings. For the reasons discussed above, the proposed project would not cause such a change.

Views

Replacing the five existing one- and two-story buildings and surface parking lot with the proposed two residential towers of 15- and 24-stories (155 feet high and 240 feet high, respectively) would alter existing views from public viewpoints. The following discussion summarizes the potential changes in views that would result from construction of the proposed project.

In general, intervening buildings obstruct most street-level views of the project site. However, various sections of the proposed 15- and 24-story towers would be visible from sections along Pine Street, and from north and south along Van Ness Avenue and Franklin Street from some nearby and distant locations, and some views from Lafayette Park. The lower portion of the proposed building would be visible from within one block to three blocks along Pine and Franklin streets. The upper stories of the two towers would be visible from distant locations along Pine Street from the east on Nob Hill. Similarly, the upper stories of the two towers would likely be visible from distant locations to the south, along Franklin Street as one ascends the grade and up to the hilltop, five blocks north of the project site at Jackson Street. Some views would change dramatically and other views would change little.

As noted above, Lafayette Park is the nearest public open space to the project site, about two blocks northwest from the project site. The upper portions of the proposed towers would be visible from a number of locations in the park, with a southeasterly view. Intervening multi-story buildings on Gough and Franklin streets and mature trees within Lafayette Park would screen views of the proposed building from parts of Lafayette Park. The visible portions of the proposed project that would be seen from Lafayette Park would partially affect views of the city to the southeast. This change would be considered part of the context of the built urban environment and would not be a significant visual impact. (See Figure 22, page 73.)

As noted above, Alta Plaza Park is about ten blocks northwest from the project site, and Jefferson Square and the adjacent Hayward Playground are about eight blocks southwest from the project site, in the Western Addition neighborhood, and the Hamilton Recreation Center is located about ten blocks southwest of the project site. The project site is not visible from any of these parks, and they are not visible from the project site due to their distances from the project site, intervening buildings, and hilly topography. Although it is possible that some of the upper floors of the proposed project may be visible from these locations, they would be viewed as part of the built urban environment.

Given the above discussion, the proposed project would not have a substantial adverse impact on scenic views from public parks, open spaces and other public areas.

PRIVATE VIEWS

The proposed towers would be visible from residential buildings in the area, in particular the San Francisco Towers directly across Pine Street from the project site. It would also be visible from the upper floors of other residential buildings along Franklin, California, and Pine streets and Van Ness Avenue. The proposed project could block some views of the surrounding buildings and hills from these private residences. Reduced private views from some nearby residences would be a consequence of the proposed project and could be an undesirable change for residents. Given the dense urban setting of the project area and the absence of scenic resources on the project site (i.e. features of the natural or built environment which contribute to a scenic public setting), the project would not have a substantial impact on views of public scenic vistas. The proposed project's effect on private views would not rise to the level of a significant environmental visual impact on public scenic resources.

Projects recently approved or under consideration at the Planning Department, along with the subject proposed high-rise project, would contribute to a cumulative aesthetic change in the surrounding area. The views of the skyline along the Van Ness Avenue and Geary Street corridors would be affected by new residential high-rise structures (such as the proposed 38-story residential tower at 1333 Gough Street). Since the proposed project would not demonstrably degrade the visual quality of the area, the proposed project would not contribute to any substantial, adverse cumulative visual impacts.

Conclusion

The proposed project would intensify development on the project site, replacing the five low-rise, one- and two-story commercial buildings and the surface parking lot with a high-rise residential building composed of one 15-story, 155-foot tall, Tower 2 and one 24-story, 240-foot tall, Tower 1. The project would add two tall, prominent towers to the existing setting of varied urban forms, which include one-story to 26-story buildings. The proposed project would not introduce a structure of demonstrably negative visual character into the area, nor degrade the existing visual character of the area. In addition the proposed project would not block scenic public views or vistas. Further, the addition of the project together with other recently considered projects or recently approved projects in the project area would not result in a cumulative significant aesthetic impact. Therefore, the proposed project would not result in a substantial adverse aesthetic impact.

C. TRANSPORTATION

This section describes existing transportation conditions (roadway traffic, transit, parking, pedestrian, and bicycle conditions) in the vicinity of the proposed project, and evaluates the transportation impacts of the proposed residential and commercial uses. This section summarizes and incorporates the results of a transportation impact analysis prepared for the proposed project by an independent transportation consultant.[24]

SETTING

Transportation Study Area

The transportation analysis established study areas around the project site for traffic, transit, and parking analyses. For the traffic analysis, six study intersections were identified as locations likely to be most affected by the proposed project. These include the intersections of Van Ness/California, Van Ness/Pine, Van Ness/Bush, Franklin/California, Franklin/Pine, and Franklin/Bush. The transit study area includes transit service within about two blocks (approximately one-quarter mile) of the project site. The boundaries of the parking study area are Sacramento Street to the north, Polk Street to the east, Bush Street to the south, and Gough Street to the west.

Roadway Network

REGIONAL FREEWAYS

Interstate 80 (I-80) and U.S. Highway 101 (U.S. 101) provide the primary regional access to the project area. U.S. 101 serves San Francisco and the Peninsula/South Bay, and extends north via the Golden Gate Bridge to the North Bay. Van Ness Avenue serves as U.S. 101 between Market Street and Lombard Street. I-80 connects San Francisco to the East Bay and points east via the San Francisco–Oakland Bay Bridge. U.S. 101 and I-80 merge south of the project site. The closest access to and from U.S. 101 is at the on-ramp and off-ramp at Market Street and Octavia Boulevard, the off-ramp at Mission Street, Duboce Avenue and 13th Street, and the on-ramp at South Van Ness and 13th Street.

LOCAL STREETS

Nearby north-south roadways serving the project site include Franklin Street, Gough Street, and Van Ness Avenue. Traffic signals on Franklin Street, and on Gough Street south of Sacramento Street, are synchronized to reduce delays. Franklin Street, along the project site's western boundary, is a one-way, northbound-only arterial connecting Market Street to Lombard Street (U.S. 101 to the Golden Gate Bridge), and forms a one-way couplet with Gough Street (which operates southbound only, south of Sacramento Street). Near the project site, Franklin Street has three to four travel lanes and parking on both sides of the street. The City enforces a.m. and p.m. peak parking prohibitions on sections of Bush Street to provide an additional travel lane. In the vicinity of the project site, parking is restricted on the east curb of Franklin Street, between Fern and Bush streets, during the a.m. peak period, and on the west curb, between McAllister and Sacramento streets, during the p.m. peak period. The *General Plan* classifies Franklin Street as a Major Arterial in the Congestion Management Program (CMP) Network and as part of the Metropolitan Transportation System (MTS) Network.

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[24] LCW Consulting, op cit.

Gough Street, one block to the west of the project site, is a one-way, southbound-only arterial, south of Sacramento Street, connecting Lombard Street (U.S. 101 from the Golden Gate Bridge) and Market Street, and forms a one-way couplet with Franklin Street (which operates one-way northbound). Near the project site, Gough Street has three to four travel lanes and parking on both sides of the street. The City enforces a.m. and p.m. peak period parking prohibitions on Gough Street, south of the project site, on the east curb between Linden and Page streets, in order to provide an additional lane. The *General Plan* designates Gough Street as a Major Arterial in the CMP Network and as part of the MTS Network.

One-half block east of the project site is Van Ness Avenue, the major north-south arterial in the central section of San Francisco. Near the project site, Van Ness Avenue has three travel lanes in each direction separated by a center median and parking on both sides of the street. The roadway is part of U.S. 101, between Lombard Street and the Central Freeway (via South Van Ness Avenue). Under the *General Plan*, Van Ness Avenue is designated as a Major Arterial in the CMP Network, part of the MTS Network, a Primary Transit Street (Transit Important), part of the Citywide Pedestrian Network, and a Neighborhood Commercial Street.

Nearby east-west roadways serving the project site include California, and Bush streets. Traffic signals on Pine and Bush streets are synchronized to reduce delays. Pine Street, running along the southern boundary of the project site, is a one-way, westbound-only roadway with two to three lanes and parking on both sides of the street near the project. Pine Street forms a one-way couplet with Bush Street, which operates one-way eastbound. The City enforces p.m. peak period parking prohibitions on Pine Street to provide an additional travel lane. In the vicinity of the project site, parking is restricted on the south curb, between Kearny and Gough streets. The *General Plan* designates Pine Street as a Major Arterial, as part of the Neighborhood Pedestrian Street network, between Market and Kearny streets and between Scott and Divisadero streets, and as a Transit Preferential Street, between Market and Kearny streets.

Bush Street is a one-way, eastbound-only roadway, between Davis Street in downtown and a short distance west of Presidio Avenue. Bush Street, which operates one-way eastbound, forms a one-way couplet with Pine Street, which operates one-way westbound. Near the project site, the street has two to three travel lanes with parking on both sides of the street. The City enforces a.m. and p.m. peak parking prohibitions on sections of Bush Street to provide an additional travel lane. In the vicinity of the project site, parking is restricted on the north curb, between Franklin and Battery streets. The *General Plan* identifies Bush Street as a Major Arterial, as part of the Neighborhood Pedestrian Street network, between Market and Kearny streets, and between Scott and Divisadero streets, and a Transit Preferential Street between Market and Kearny streets.

California Street, one block north of the project site, is a two-way, east-west direction roadway. Near the project site, it has two travel lanes in each direction and on-street parking on both sides of the street. The *General Plan* identifies California Street as a Transit Preferential Street, as part of the Citywide Pedestrian Network, and as a Neighborhood Commercial Street. The C-California cable car line runs along California Street, between Drumm Street in downtown and Van Ness Avenue. Bicycle Route #30 runs on California Street, between Polk and Taylor streets.

Intersection Operations

Operating characteristics of intersections are described by the concept of levels of service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates very congested conditions with extremely long delays. In San Francisco, LOS A through LOS D are considered excellent to satisfactory service levels, LOS E is undesirable, and LOS F conditions are unacceptable.

Table 2 below presents existing weekday p.m. peak hour operating conditions at the signalized six study area intersections (see Figure 24, page 86, for intersection locations). During the weekday p.m. peak hour, the six study intersections currently operate at LOS C, an acceptable level.

Table 2
Intersection Levels of Service
Existing Conditions – Weekday P.M. Peak Hour

	Delay[1]	LOS
1. Van Ness/California	20.4	C
2. Van Ness/Pine	21.9	C
3. Van Ness/Bush	30.5	C
4. Franklin/California	23.5	C
5. Franklin/Pine	30.1	C
6. Franklin/Bush	21.7	C

Notes:

[1] Delay presented in seconds per vehicle.

Source: LCW Consulting, August 2007.

Transit Network

The project site is in an area with a number of public transit lines. Local service is provided by the San Francisco Municipal Railway (Muni) bus and cable car lines, which can be used to access regional transit operators, and are shown on Figure 25 on page 87. Service to and from the East Bay is provided by Bay Area Rapid Transit (BART) along Market Street, ferry service from the Ferry Building, and AC Transit buses from the Transbay Terminal. Service to and from the North Bay is provided by Golden Gate Transit along Van Ness Avenue[25] and at the Transbay Terminal, and ferry service from the Ferry Building. Service to and from the Peninsula and South Bay is provided by Caltrain at its terminal located at Fourth and Townsend streets and by the San Mateo County Transit District (SamTrans) at the Transbay Terminal.

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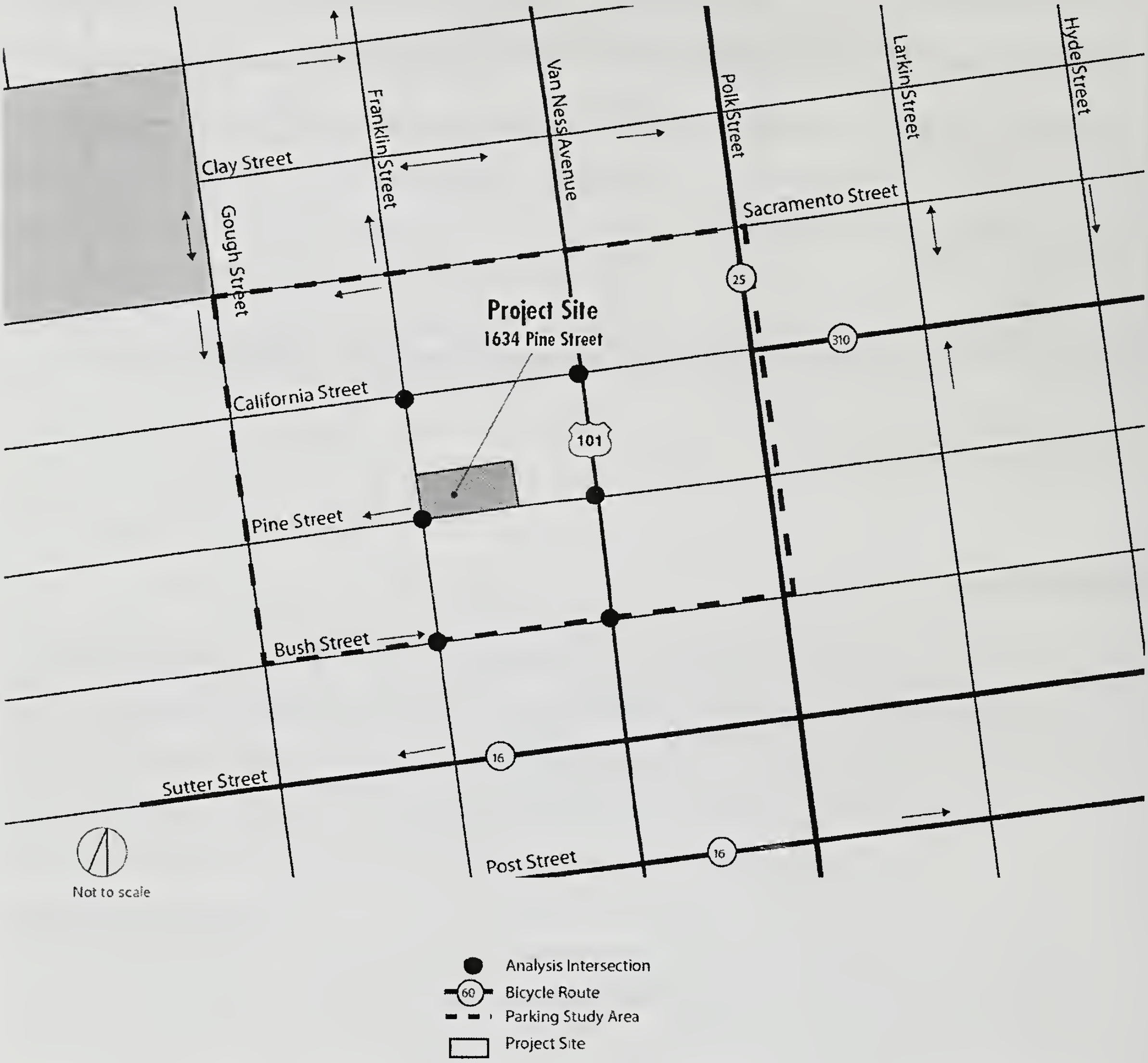
[25] Within San Francisco, passengers are only permitted to exit from Golden Gate Transit buses destined for San Francisco from Marin and Sonoma counties. Conversely, only boardings are allowed onto Golden Gate Transit buses destined for Marin and Sonoma counties from San Francisco.



Source: LCW Consulting

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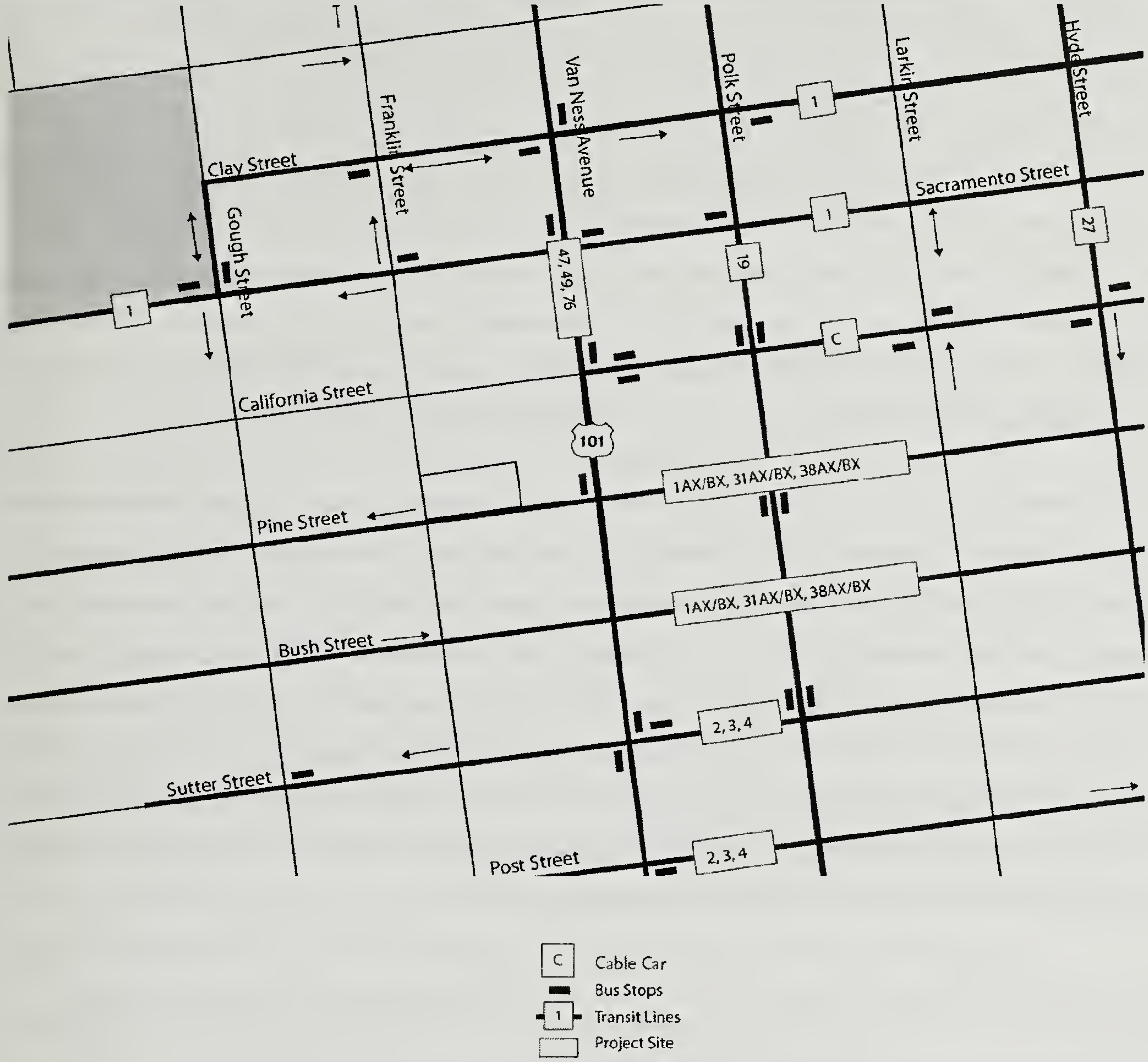
Transportation Study Area and Analysis Locations Figure 24



Source: LCW Consulting

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Existing Transit Network and Stop Locations Figure 25

The Civic Center BART station is 1.5 miles south of the project site (accessed via the 19-Polk, 47-or 49-Van Ness and Muni Metro at Van Ness/Market). The Embarcadero BART station is 1.6 miles east of the site (accessed via the 1-California or the C-California cable car). The Caltrain terminal is approximately 2.5 miles southeast of the project site (accessed via the 47-Van Ness), and the Transbay Terminal is approximately 2 miles southeast of the project site (most conveniently accessible to and from the site via the 1-California). Muni operates seven bus lines and one cable car line within one-quarter mile of the project site: the 19-Polk, 47-Van Ness, and 49-Van Ness-Mission provide north-south service, while the 1-California (on Sacramento and Clay streets), 2-Clement, 3-Jackson, 4-Sutter (all three along Sutter and Post streets), and the C-California cable car line on California Street provide east-west service.

For the purposes of this study, the capacity utilization of the Muni lines comprising the north-south corridor (19-Polk, 47-Van Ness, 49-Van Ness-Mission) and east-west corridor (1-California, 2-Clement, 3-Jackson, 4-Sutter, C-California) serving the project area was determined for the weekday p.m. peak hour. Capacity utilization relates the number of passengers per transit vehicle to the design capacity of the vehicle. The capacity per vehicle includes both seated and standing capacity, where standing capacity is somewhere between 30 to 80 percent of seated capacity (depending upon the specific transit vehicle configuration). Muni's established capacity utilization standard for peak period operations is 85 percent. Table 3 presents the weekday p.m. peak hour ridership and capacity utilization at the maximum load point (MLP) for the nearby North/South and East/West corridors.

Table 3
Muni Line Analysis
Existing Conditions—Weekday P.M. Peak Hour [1]

Corridor/Direction of Travel	Hourly Ridership	Hourly Capacity	Capacity Utilization
North/South Lines			
Southbound	1,094	1,458	75%
Northbound	1,228	1,473	83%
East/West Lines			
Eastbound	1,315	2,753	48%
Westbound	2,339	2,994	78%

[1] The p.m. peak hour generally occurs between 5 and 6 p.m.

Sources: Muni FY 2001-2002 Monitoring Data, LCW Consulting, May 2008.

The maximum load point represents the locations along the route with the greatest number of passengers. For the east/west lines, the maximum load points are located east of the project site (generally at Powell Street), and for the north/south lines, the maximum load points are located to the south of the project site (at McAllister Street, at Post Street and at Mission Street). During the p.m. peak hour, the two corridors currently have available capacity to accommodate additional passengers.

PARKING CONDITIONS

The project site is within the "C" and "G" Residential Permit parking area, which restricts vehicles without permits for on-street parking Monday through Saturday, to a two-hour period between the hours of 8:00 a.m. and 9:00 p.m. The "C" Residential Permit parking area is to the east of Polk Street, and the "G" Residential Permit parking area is to the west of Polk Street. On Van Ness Avenue, Franklin Street, and on the east/west streets between Franklin Street and Van Ness Avenue, vehicles with either "C" or "G" permits can be parked without time limits. Within the parking study area, metered parking is generally provided along Van Ness Avenue, Polk Street, and on the east/west streets between Franklin and Polk streets. In general, the on-street parking spaces are well used throughout the day and during the overnight hours on streets subject to the Residential Permit Parking regulations. There are about 500 on-street parking spaces within the study area. During the weekday midday period (1:00 to 3:00 p.m.), the on-street parking spaces within the study are about 77 percent occupied, and during the weekday evening period (6:30 to 8:00 p.m.) the on-street parking spaces are about 68 percent occupied. Most of the available parking spaces during the midday and evening periods are metered parking spaces.

There are three parking garages available to the public within the parking study area, providing about 300 parking spaces. The facilities are located at 1700 California Street between Van Ness Avenue and Franklin Street, 1725 Sacramento Street between Van Ness Avenue and Polk Street, and 1540 Pine Street between Van Ness Avenue and Polk Street. During the weekday midday period, the garages are approximately 84 percent occupied, and during the weekday evening period, they are about 53 percent occupied. None of the garages are open 24-hours a day; customers can leave their vehicles overnight in these garages.

PEDESTRIAN CONDITIONS

A qualitative evaluation of existing conditions was conducted during field visits to the project site on a weekday and on a Saturday. Adjacent to the project site, the sidewalks are 10 feet wide on Pine Street, and nine feet wide on Franklin Street, while sidewalks on Van Ness Avenue are 15 feet wide. Crosswalks and pedestrian signals are provided at the adjacent intersections of Pine/Franklin and Pine/Van Ness.

Near the project site, pedestrian volumes throughout the day are low on Franklin and Pine streets, and moderate on the west side of Van Ness Avenue. There is a southbound Muni bus stop east of the project site on Van Ness Avenue at Pine Street. Overall, the sidewalks and crosswalks were observed to be operating under satisfactory conditions, with pedestrians moving at normal walking speeds and with freedom to pass other pedestrians.

BICYCLE CONDITIONS

There are three bicycle routes in the vicinity of the project site, including Route #25 on Polk Street, Route #16 on Sutter and Post streets, and Route #310 on California Street between Polk and Taylor streets. The primary bicycle route in the study area is Route #25, which runs northbound and southbound along Polk Street between Beach Street and Market Street, with segments running as Class II (a bicycle lane) or Class III facilities (a signed route where bicycles and vehicles share the same travel lane). A bicycle lane (Class II facility) is provided in the southbound direction between Post and Market streets, in the southbound direction between Beach and Lombard streets, and in the northbound direction between Union and Beach streets. A signed route (Class III) is provided on the remaining segments of Polk Street. Route #16 runs eastbound on Post Street and westbound on Sutter Street as a Class III facility (signed route only). Route #310 runs along California Street as a Class III facility (signed route only).

Very few bicyclists were observed near the project site during field surveys, and most of these were on Polk Street. During the p.m. peak hour, two bicyclists were observed on Pine Street, between Van Ness Avenue and Franklin Street. No substantial safety or right-of-way issues were observed in the immediate vicinity of the project site.

IMPACTS

Significance Criteria

The following are the significance criteria for transportation used by the Planning Department for the determination of impacts associated with a proposed project.

INTERSECTIONS

The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F. The operational impacts on unsignalized intersections are considered potentially significant under either of two conditions: (1) project-related traffic would cause the level of service at the worst approach to deteriorate from LOS D or better to LOS E or LOS F and Caltrans traffic signal warrants would be met[26]; or (2) project-related traffic would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or LOS F.

A proposed project may result in significant adverse traffic circulation impacts at intersections that already operate at LOS E or LOS F under existing conditions depending upon the magnitude of the proposed project's contribution to the worsening of the average delay per vehicle. In addition, a proposed project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

TRANSIT

A proposed project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by nearby transit lines, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs so that significant, adverse impacts on transit service levels could result. With the SF Muni and regional transit screenlines[27] analyses, a proposed project would have a significant effect on the transit provider if project-related transit rider trips would cause the capacity utilization standard to be exceeded during the p.m. peak hour. SF Muni's standard of capacity utilization is 85 percent.

PARKING

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. However, environmental documents should address the secondary physical impacts that a social impact could trigger (CEQA Guidelines Section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service, in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

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[26] Caltrans Traffic Signal Warrants serve as a first step in evaluating unsignalized intersections for potential signalization. There are eight Caltrans traffic signal warrants, with minimum thresholds varying, depending upon roadways geometry, approach speeds, traffic volumes, proximity of other traffic controls, etc. The transportation analysis uses Traffic Signal Warrant 3 – Peak Hour Volume – to assess the need for signalization.

[27] Muni and regional transit screenlines are hypothetical lines that would be crossed by the maximum load of people traveling on transit between downtown San Francisco and its vicinity, and other parts of San Francisco and the region.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle-trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably address potential secondary effects.

PEDESTRIANS

A proposed project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

BICYCLES

A proposed project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

LOADING

A proposed project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and would create potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

CONSTRUCTION

Construction-related impacts, depending on the size of a project, generally would not be considered significant due to their temporary and limited duration.

PROJECT TRAVEL DEMAND

The travel demand, parking demand, and freight/service loading demand estimates were based on the methodology and assumptions developed by the Planning Department and published in the *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002 (*SF Guidelines*).

To estimate the number of new person-trips that would be generated by the proposed project, the residential and commercial/restaurant trip generation rates were applied to the type and number of proposed residential units and commercial/restaurant space, and person-trips were calculated on a weekday daily and p.m. peak hour basis. These person-trips were distributed to eight geographical areas, including the four quadrants of San Francisco, the East Bay, the North Bay, the South Bay, and outside the area, and were assigned to the various available travel modes (including auto, transit, walk, and other modes). Both the distribution and the choice of travel mode (mode split) of the residential-trips were based on U.S. Census data for Census Tract 151, in which the proposed project is located, while the distribution and mode choice for the commercial/restaurant-trips were based on information contained in the *SF Guidelines* for employee- and visitor-trips to Superdistrict 2. The number of vehicle-trips generated by the proposed project was determined from the auto person-trips and average vehicle occupancy, as obtained from the U.S. Census.

The proposed project would generate approximately 3,756 new daily weekday person-trips (inbound and outbound), and 601 new person-trips (inbound and outbound) during the p.m. peak hour. Of the 601 p.m. peak hour person-trips, about 283 trips would be by auto (47 percent), 195 trips would be by transit (32 percent), and 123 trips would be by walking and other modes (21 percent). About 215 new vehicle-trips would be generated by the proposed project during the weekday p.m. peak hour, of which about 132 (61 percent) would be inbound to the project site and 83 (39 percent) would be outbound from the project site. Since the proposed project would displace 32 p.m. peak hour vehicle-trips (17 inbound and 15 outbound) from the existing uses on the project site, the proposed project would generate an additional 183 net new p.m. peak hour vehicle-trips to surrounding roadways (115 inbound and 68 outbound). Overall, the majority of person-trips would travel within San Francisco, with the rest traveling to and from the East Bay, the South Bay, and the North Bay. The two car-share parking spaces would generate a small number of vehicle trips throughout the day.

The 283 residential units and 6,380 sq.ft. of commercial space would result in a demand for approximately 413 parking spaces (368 residential, 45 commercial/restaurant). The proposed project would generate about 33 daily delivery/service vehicle-trips, which would result in a demand for three loading spaces during the peak hour of loading activity, and a demand for two loading spaces during an average hour of loading activity.

Traffic Impacts

EXISTING-PLUS-PROJECT CONDITIONS

The 183 net-new vehicle-trips that would be generated by the proposed project (115 inbound and 68 outbound) during the p.m. peak hour were distributed to the local and regional roadway network based on the origin/destination of each trip (from the trip distribution calculations), the street directions (a number of streets in the vicinity are one-way streets), and the access driveway of the proposed project on Pine Street.

Vehicle access of the proposed project parking garage would be from the driveway on Pine Street. Since Pine Street is one-way westbound and Franklin Street is one-way northbound, vehicular movements into and out of the garages would be right-turn-in and right-turn-out only. During the p.m. peak period, there are about 26 express buses per hour traveling westbound on Pine Street. During field observations, buses were observed traveling primarily in the two north travel lanes. During the red signal phase on Pine Street at Franklin Street, maximum queues (including buses) were observed to extend about 200 feet, and did not extend to the location of the proposed project driveway. Pine Street contains three travel lanes, and four lanes during the 3:00 to 7:00 p.m. peak period, when the south parking lane is converted to a travel lane (tow-away lane). Due to the three or four travel lanes on Pine and Franklin streets, there would not be any substantial conflicts between project-generated vehicles destined for and exiting from the parking garage, and the traffic on Pine Street. As shown on Table 4, page 95, in general, the addition of project-generated traffic would cause small increases in average delay per vehicle at the study intersections.

All six study intersections would continue to operate at acceptable service levels (LOS D or better), with five continuing to operate at LOS C and the Franklin/Pine intersection changing to LOS D. Therefore, the proposed project would not result in significant traffic impacts.

Table 4
Intersection Level of Service:
Existing, Existing-plus-Project, and 2025 Cumulative Conditions
Weekday P.M. Peak Hour

	Existing		Existing-plus-Project		2025 Cumulative	
	Delay [1]	LOS	Delay [1]	LOS	Delay [1]	LOS
1. Van Ness / California	20.4	C	23.2	C	49.8	D
2. Van Ness / Pine	21.9	C	23.4	C	67.7	E
3. Van Ness / Bush	30.5	C	31.4	C	54.5	D
4. Franklin / California	23.5	C	24.4	C	45.4	D
5. Franklin / Pine	30.1	C	40.8	D	75.4	E
6. Franklin / Bush	21.7	C	23.5	C	48.9	D

Notes:

[1] Delay presented in seconds per vehicle.

Source: LCW Consulting, May 2008.

2025 CUMULATIVE CONDITIONS

The San Francisco County Transportation Authority (SFCTA) countywide travel demand forecasting model was used to develop Future Year 2025 Cumulative traffic volumes at the study intersections. The SFCTA model results, based on the projections developed for the Market & Octavia Plan EIR Transportation Study (Case No. 2003.0347E), take into account the expected growth in housing and employment in San Francisco and the nine-county Bay Area. The 2025 Cumulative traffic volumes were adjusted to account for a number of proposed projects in the vicinity of the project site, such as the proposed California Pacific Medical Center at Franklin/Van Ness/Post/Geary, and four primarily residential projects in the vicinity of the proposed project (the approved project at 1285 Sutter Street, and proposed projects at 1527-1545 Pine, 1450Franklin/1581 Bush, and 1481 Post/133 Gough streets). Between 2006 and 2025, the number of housing units in San Francisco is projected to increase by about 20,000 units, while the number of jobs in San Francisco is projected to increase by 130,000 jobs. The projected future traffic volumes were used to forecast the level of service conditions at the six study intersections under 2025 Cumulative conditions during the weekday p.m. peak hour. The proposed project would contribute between approximately 0.9 to 2.3 percent of total 2025 Cumulative traffic volumes.

Table 4 presents the 2025 Cumulative weekday p.m. peak hour intersection operating conditions that would result from the increased traffic volumes at the study intersections under 2025 Cumulative conditions. Under 2025 Cumulative conditions, vehicle delays would increase at the study intersections over existing, and existing-plus-project, conditions. Four of the six study intersections would operate at LOS D, and the intersections of Van Ness/Pine and Franklin/Pine would deteriorate to LOS E. The proposed project's contribution to adverse 2025 cumulative conditions at these two intersections would not represent a cumulatively considerable contribution. Therefore, the proposed project would not have a significant traffic impact at these two intersections. This determination is based on an analysis of the total contribution of project-generated vehicles to the growth in traffic volumes, and the contribution of project-generated vehicles to the traffic volumes for each traffic movement, which determine overall LOS performance. Therefore, the project would not result in a significant traffic impact.

PROPOSED VAN NESS AVENUE BUS RAPID TRANSIT PROJECT

Muni, working with the San Francisco County Transportation Authority, is assessing Bus Rapid Transit (BRT) for Van Ness Avenue (one-half block from the project site). The Van Ness Avenue Bus Rapid Transit Study is currently conducting environmental review of BRT treatments for the Van Ness Avenue service. Options under consideration include two curbside BRT alternatives, where the travel lane adjacent to the northbound and southbound parking lane would be dedicated to buses and right-turning vehicles only with a single-platform/median, and BRT with side and center median platforms. Selection of the preferred alternative, detailed design, and environmental studies will be conducted through 2010. Implementation of the Van Ness Avenue BRT is planned to occur in 2011. If implemented as planned, all BRT options would result in a reduction in the number of mixed-vehicle lanes (use by cars, trucks, and buses permitted) on northbound and southbound Van Ness Avenue from three lanes to two lanes. Near the project site, the proposed BRT would remove the left turns on Van Ness Avenue at Geary, O'Farrell, and Sacramento streets. The northbound left turn onto Pine Street, and southbound left turn onto Bush Street would be retained. Preliminary analysis of the BRT's traffic flow effects on Van Ness Avenue indicates increased intersection vehicle delays, some associated vehicle diversion to other north-south streets such as Franklin, Gough, Polk, and Divisadero streets, and 19th Avenue, and decreased travel times for buses with an associated increase in transit reliability. The proposed BRT would also consolidate bus stops on Van Ness Avenue, and in the vicinity of the project site, would eliminate the stop at California Street. The stop for both directions would be consolidated into a single stop at

Sacramento Street. Proposed elimination of the bus stops at Pine and California streets would result in somewhat longer walking distance between the project site and the transit lines serving Van Ness Avenue.

The Transit Effectiveness Project ("TEP") is a comprehensive review of Muni operations that could result in such changes for lines in the vicinity of the proposed project as (a) more frequent service for the 1-California, between Presidio Avenue and 33rd Avenue during peak hours, (b) discontinue service on the 2-Clement, west of 14th Avenue, and on the 4-Sutter, west of Presidio Avenue, (c) discontinue the 3-Jackson bus line, (d) a modified route in the Civic Center for the 19-Polk that would operate between Van Ness/North Point and San Francisco General Hospital, (d) more frequent service for the 47-Van Ness and the 49-Van Ness-Mission during the peak periods, and (e) start a new 49L-Van Ness/Mission Limited that would run every five to ten minutes during peak periods.

Transit Impacts

Since the proposed project would primarily be a residential building, most of the transit-trips (transit riders) during the p.m. peak hour would be inbound to the site (i.e., returning home from work). The approximately 195 transit-trips (inbound and outbound) generated by the residential and commercial/restaurant uses during the p.m. peak hour would be expected to use the nearby Muni lines and transfer to or from other Muni bus and light rail lines, or to/from regional transit providers including Caltrain, SamTrans, AC Transit, Golden Gate Transit, and BART. Based on the location of the project site and the origins and destinations of the residents and visitors of the proposed project, transit-trips were assigned to the nearby transit lines.

Of the 195 new transit rider trips, about 161 trips would use the lines to the east and south of the project site, and would add trips to the maximum load point, and 34 new transit riders would use the lines to the west and north of the project site, but would not add transit rider trips at the maximum load point. In total, the project would add about 76 transit rider trips to the north/south lines (the 47-Van Ness, 49-Van Ness-Mission, and the 19-Polk), and 85 trips to the east/west lines (1-California, 2-Clement, 3-Jackson, 4-Sutter, and C-California cable car). About 34 project-generated transit-trips would be on lines to the west and north of the project site, and would not add transit rider trips at the maximum load points. Table 5, page 98, presents the ridership and capacity utilization for the north/south and east/west corridors. The capacity utilization for the northbound lines (47-Van Ness, 49-Van Ness-Mission, and the 19-Polk) would increase from about 83 percent under existing conditions, to 86 percent under existing-plus-project conditions; hence, the proposed project would contribute to the exceedance of Muni's standard of 85 percent capacity utilization. Therefore, the proposed project would result in a significant transit impact.

Parking Impacts

The *Planning Code* requires that the proposed project provide 283 independently accessible parking spaces for the residential uses (one space per unit) and 29 parking spaces for the 6,380 sq. ft. of commercial/restaurant use, for a total requirement of 312 independently accessible parking spaces. The project would provide 315 parking spaces (including 12 independently accessible handicapped-accessible parking spaces) for the residential and commercial/restaurant uses. The project would meet the *Planning Code* requirement for the number of parking spaces for the residential and commercial/restaurant uses. As part of the proposed supply of 315 spaces, the *Planning Code* requires that the project provide 12 handicapped-accessible parking spaces (one of each 25 parking spaces provided). Since the proposed project would provide 12 handicapped-accessible spaces, it would meet the *Planning Code* requirement for handicapped-accessible parking. Further, the *Planning Code* requires that the proposed project provide two independently accessible car-share spaces in addition to other parking space requirements, and the project would meet this requirement.

Table 5
Muni Line Analysis
Existing and Existing-plus-Project Conditions –Weekday PM Peak Hour

	Existing		Existing-plus-Project	
Corridor/Direction of Travel	**Hourly Ridership**	**Capacity Utilization**	**Hourly Ridership**	**Capacity Utilization**
North/South				
Southbound	1,094	75%	1,124	77%
Northbound	1,228	83%	1,274	86%
East/West Lines				
Eastbound	1,315	48%	1,341	49%
Westbound	2,339	78%	2,398	80%

Source: Muni FY 2001-2002 Monitoring Data, LCW Consulting, May 2008.

Regarding parking demand, the long-term residential parking demand of about 368 spaces would occur during the overnight hours, and would not be accommodated within the residential parking supply of 283 parking spaces. The shortfall of 85 spaces could be accommodated on-street (on-street parking spaces are not time-limited overnight), within the 32 spaces in the parking garage supporting the commercial/ restaurant use, or in nearby off-street parking facilities with overnight parking service.

During the weekday midday, the residential parking demand would be about 294 spaces (estimated at 80 percent of the overnight parking demand) and the demand from commercial/restaurant uses would be 45 spaces, for a total demand of 339 spaces. Since the project would provide 315 parking spaces for the residential and commercial/restaurant uses, the midday shortfall would be between 24 and 98 vehicles, which could be accommodated on-street or in nearby parking facilities. Therefore, the proposed project would not result in a significant parking impact.

As discussed in the significance criteria for parking impacts (pages 98 and 9991), parking deficits are considered social effects, rather than impacts on the physical environment as defined by CEQA. Chapter IV of this Draft EIR identifies improvement measures that could be implemented by the project sponsor in order to reduce the proposed project's parking demand and shortfall effects.

Pedestrian Impacts

Pedestrian-trips generated by the proposed project would include walking-trips to and from the residential and commercial/restaurant uses, plus walking-trips to and from the bus stops. Overall, the proposed project would add up to 318 pedestrian-trips to the surrounding streets (this includes 195 transit-trips and 123 walk-bicycle-other trips) during the weekday p.m. peak hour. These new pedestrian-trips could be accommodated on the existing sidewalks and crosswalks adjacent to the project site and would not substantially affect the current pedestrian conditions. With the generally low level of p.m. peak hour pedestrian activity on the nine-foot-wide sidewalks of Franklin Street and the 10-foot-wide sidewalks on Pine Street, and the moderate level of pedestrian activity on the 15-foot-wide sidewalks of Van Ness Avenue, p.m. peak period pedestrian conditions would continue to remain acceptable. Hence, the proposed project would not result in a significant pedestrian impact.

Bicycle Impacts

The *Planning Code* requires that the proposed project provide 90 bicycle parking spaces. The proposed project would meet this requirement within secure bicycle storage rooms on the first level of the parking garage.

The project site is within convenient bicycling distance of office and retail buildings in the Civic Center and downtown San Francisco. As such, a portion of the 123 "walk-bicycle-other" trips generated by the proposed project would be bicycle-trips, many of which would use one of the three nearby bicycle routes:

Route #25 on Polk Street, Route #16 on Post and Sutter streets, and Route #310 on California Street. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area, and hence would not result in a significant bicycle impact.

Loading Impacts

The *Planning Code* requires that the proposed project provide two on-site loading spaces for the residential use. Since there would be less than 10,000 square feet of restaurant use, no on-site loading would be required for this use. The proposed project would provide two spaces within the first level of the garage, and therefore would meet this *Planning Code* requirement. The project sponsor would request that two metered parking spaces on Pine Street adjacent to the project site be designated for commercial vehicle loading/unloading spaces. Designation of the spaces would need to be approved at a public hearing through the SFMTA.

The proposed project would generate about 33 freight and service vehicle-trips per day, which would result in a demand for two loading spaces during both the peak hour of loading activity and the average hour of loading activity. The freight and service vehicle parking demand would be accommodated in the two on-site loading spaces and in the proposed two metered, commercial vehicle loading/unloading spaces on Pine Street adjacent to the project site. Since no other uses on the north side of Pine Street, between Van Ness Avenue and Franklin Street, generate commercial vehicle loading/unloading activity, these spaces would be available to serve the proposed project's residential and commercial/restaurant uses. Residential move-in and move-out activities are anticipated to occur from the curb on Pine Street. Curb parking on Pine Street could be reserved for this purpose through the local station of the San Francisco Police Department. The project sponsor has indicated that move-in and move-out operations, as well as larger deliveries, would be scheduled and coordinated through building management.

Two trash and recycling rooms would be provided on the first level of the parking garage. Trash containers would be transported by the building staff from the trash rooms to the curb at the time of trash pickup and returned following pick-up, or the Golden Gate Disposal and Recycling Company personnel would access the parking garage to retrieve the trash containers. Building management would coordinate with the Golden Gate Disposal and Recycling Company regarding the specific locations of the trash containers.

For passenger loading/unloading, a 60-foot-long passenger loading/unloading zone on Pine Street in front of the lobby of the proposed project would be requested from the SFMTA. The passenger loading/unloading zone would accommodate up to three vehicles. In addition, the passenger loading/unloading zone could be used by the commercial/restaurant during the evening hours to provide valet service for the commercial/restaurant clientele.

The loading activities associated with the proposed project would be accommodated on-site or on-street in front of the project site, and therefore, the proposed project would not result in a significant loading impact.

Construction Impacts

Detailed information on the construction program for the proposed project is not currently known, as a construction contractor has not yet been retained. Construction of the proposed project would take approximately 28 months. Construction-related activities would typically occur Monday through Saturday, between 7:00 a.m. to 8:00 p.m., as stipulated by the Department of Building Inspection. Construction is not anticipated to occur on Sundays or major legal holidays.

Construction staging would occur primarily on-site. Staging and unloading of materials would more likely occur on Pine Street than on Franklin Street (adjacent to the project site, Pine Street has a grade of about five percent, and Franklin Street has a grade of eight percent). There is also a paved 15-foot wide private alley easement off of Pine Street along the east property line of the project site.

The sidewalks on Pine and Franklin streets, adjacent to the project site, would be partially or completely closed during the construction period, and pedestrian traffic would be shifted to a covered pedestrian enclosure on the sidewalk or in the parking lane. The parking lanes on the north side of Pine Street and the east side of Franklin Street adjacent to the project site do not have tow-away restrictions. Construction activities most likely would not require any travel lane closures. Any temporary sidewalk or travel lane closures would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the DPW and the Interdepartmental Staff Committee on Traffic and Transportation.

Throughout the construction period, there would be a flow of construction-related trucks to and from the site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. There would be an average of between 3 and 24 construction trucks traveling to the site on a daily basis, with the greatest number during the excavation and shoring phases of construction. A majority of the construction-related truck traffic would use U.S. 101 via Van Ness Avenue, and Lombard Street to connect with North Bay destinations; Van Ness Avenue and South Van Ness Avenue to connect with the U.S. 101 elevated freeway and South Bay destinations; and Pine, Bush, Fremont and First streets to connect with the Bay Bridge and East Bay destinations. In the immediate vicinity of the project site, truck traffic would enter via Pine Street then turn right on Franklin Street, then right onto California Street to return to Van Ness Avenue.

During construction of the proposed project, there would be between about ten and 85 construction workers per day at the project site. The greatest number of construction workers would be present during the building superstructure construction and interior finishes phases. The trip distribution and mode split of construction workers are not known at this time. However, the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, because impacts on local intersections or the transit network would be less than those associated with the proposed project. Construction workers who drive to the site would cause a temporary parking demand. The time-limited metered parking and residential parking restrictions in the vicinity of the project site prohibit all-day parking. Hence, construction workers would either park on-site or in nearby parking facilities that currently have availability during the day.

Prior to construction, the project coordinator would coordinate with Muni's Street Operations and Special Events Office to coordinate construction activities and reduce any temporary impacts to transit operations.

The proposed project would not result in a significant construction traffic impact. Chapter IV of this Draft EIR identifies an improvement measure that could be implemented by the project sponsor in order to further reduce the less-than-significant construction traffic effects.

In summary, the proposed project would not result in a significant adverse impact on traffic, parking, loading, pedestrian or bicycle conditions. The proposed project would result in a significant adverse impact on transit conditions on northbound Van Ness and Polk lines during the weekday p.m. peak period.

D. HISTORICAL ARCHITECTURAL RESOURCES

The Initial Study (see Appendix A) found that all five of the existing buildings on the project site (1634, 1650, 1656, 1660, and 1670 Pine Street; Assessor's Block 0647, Lots 007, 008, 009, 010, 011, and 011a) are considered local historic resources for the purposes of CEQA, both individually and as contributory buildings to a potential automotive-themed historic district, and determined that further evaluation in the EIR would be necessary. This section includes information on the history, architecture, and significance of these buildings from historical resource evaluations by the San Francisco Planning Department and by an architectural historian[28,29] (See photos in Figures 26 and 27, pages 104 and 105.)

SETTING

The Neighborhood

The project site is in the mixed-use southeast area of the Pacific Heights neighborhood consisting of low- to high-density residential and commercial structures and land uses. Residential land uses predominate in Pacific Heights to the west and on Nob Hill and Russian Hill to the east. Commercial uses predominate in the Van Ness SUD and the Polk Street NCD, adjacent to and one block east of the project block, respectively.

There are three locally designated historic landmark buildings near the project site: the Edward Coleman House (Landmark No. 54, built in 1895) at 1701 Franklin Street at California Street; Trinity Episcopal Church (Landmark No. 65, built in 1896) at 1668 Bush Street at Gough Street; and The Bransten House (Landmark No. 126, built in 1904) at 1735 Franklin Street.

Historically, the project site's land uses have supported those of Van Ness Avenue. From its completion in the mid-1850s, Van Ness Avenue was intended as the city's major north-south transportation route. However, development occurred slowly over two decades because of its distance from the center of the city. By the 1870s, Van Ness Avenue had become a major tree-lined boulevard. A working-class

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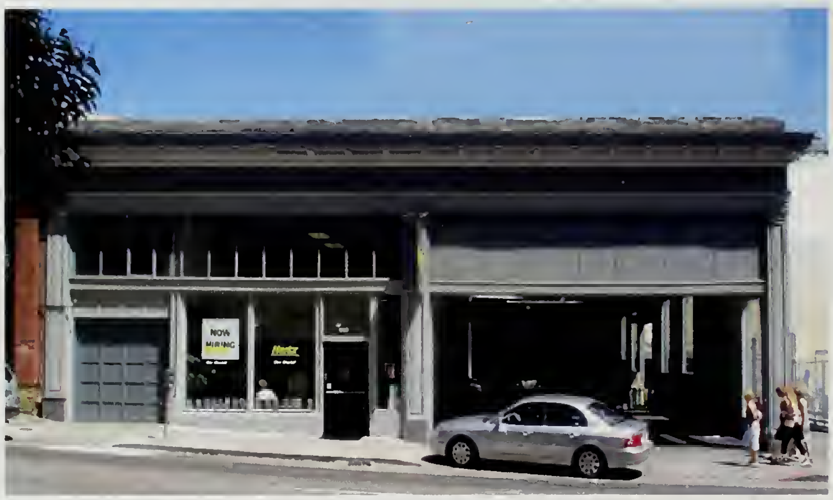
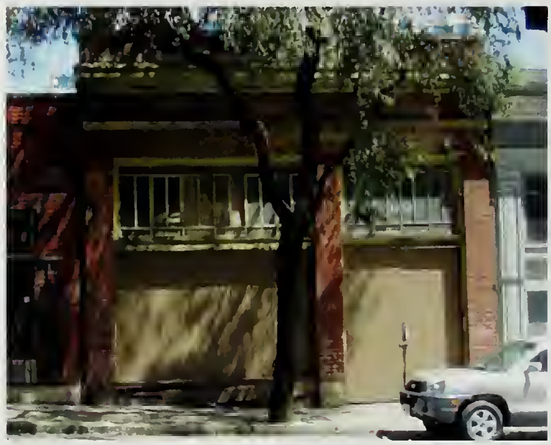
[28] N. Moses Corrette, Preservation Technical Specialist, Planning Department memorandum to Tammy Chan, Major Environmental Analysis, *Historic Resource Evaluation Response*, August 2, 2006. This document is available for public review by appointment as part of Project File No. 2004.0764E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

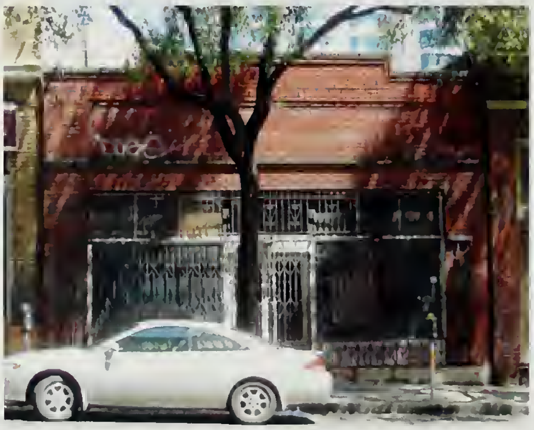
[29] Patrick McGrew, op cit.



1634 Pine Street



1650 Pine Street

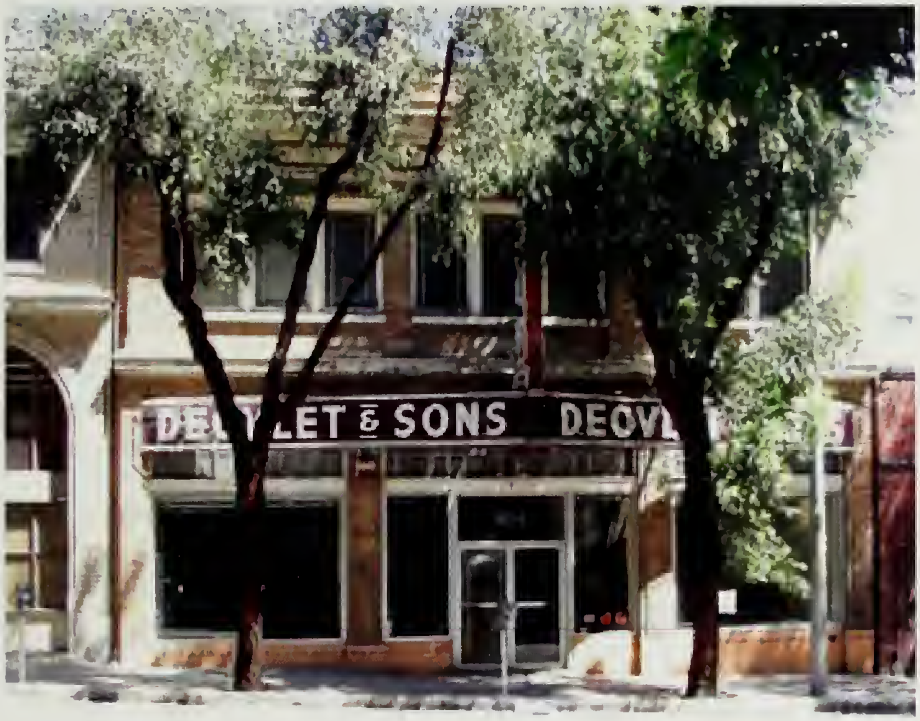


1656 Pine Street

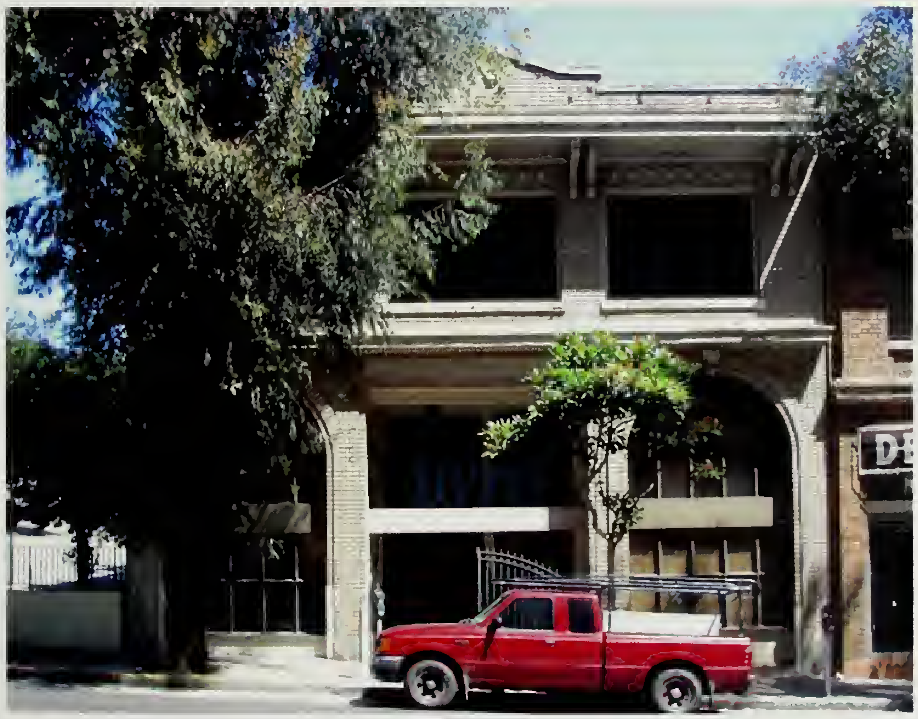
Source: McGrew Architecture

12-5-08

On-Site Structures Figure 26



1660 Pine Street



1670 Pine Street

Source: McGrew Architecture

12-5-08

On-Site Structures Figure 27

residential district grew around lower Van Ness Avenue and was composed of two-family wood-framed flats and single-family cottages. Upper Van Ness Avenue and the area to the west became a fashionable residential neighborhood. By the 1890's, the upper avenue was largely filled with Victorian mansions occupied by many of the city's elite families. Residential buildings were constructed on the project site during the 1890's. In 1906, firefighters dynamited all structures on the eastern side of Van Ness Avenue from Filbert Street to Market Street to create a firebreak and contain the post-earthquake fire. The fire jumped Van Ness Avenue to Franklin Street, between Sutter and Clay streets, and burned the buildings on the project site. Subsequently, downtown department stores, such as the City of Paris and the Emporium, relocated to temporary quarters along Van Ness Avenue while the downtown retail district was rebuilt. Department store owners converted some of the surviving mansions on the west side of Van Ness Avenue into shops and cafes and erected temporary buildings of wood on the east side. By 1909, most of the commercial uses had returned to the downtown area.

Prompted by a residential exodus from the fashionable upper Van Ness Avenue neighborhood to districts further west (Pacific Heights, Presidio Terrace, and the Lake District), and by the increasing perception of Van Ness Avenue as a major transportation thoroughfare, developers subsequently remade Van Ness Avenue into a mixed-use district consisting of large-scale commercial buildings, apartment houses, churches, and, increasingly, automobile-related businesses.[30] Between 1904 and 1908, many small automobile showrooms and garages were built along Golden Gate Avenue and Hyde Street. After 1910, showrooms and garages began appearing on Van Ness Avenue itself. The growing automobile industry soon required larger and more elaborate buildings than used previously, and prominent architects such as Bernard Maybeck, Willis Polk, and McDonald & Applegarth began designing them. By 1911, Van Ness Avenue was an auto showroom district that also contained numerous automobile support uses, many of which were on side streets, including auto body, wagon, and bicycle repair shops around Pine Street and on the project site. By the 1920s, automobile-oriented uses were common between the Civic Center and Jackson Street.

During the post-quake reconstruction period (1906-1913), architects began designing many of the downtown and Civic Center buildings in Classical Revival styles that included Renaissance Revival and the more academic Parisian École des Beaux-Arts tradition. Many of these buildings have become San Francisco's present-day historic architectural resources. In addition, many Victorian-era structures to the west of the project site escaped destruction from the fire after the earthquake. Thus, the project site's buildings date from the post-quake reconstruction period and reflect the renaissance revival architectural style. An enclave of small-scale commercial, auto-related, and office buildings existed along Pine Street between Franklin and Van Ness, from 1906 through the 1960s.

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[30] Page & Turnbull, Inc., 1522 Bush Street, San Francisco California, Historic Resource Evaluation, July 9, 2004, page 13. This document is available for public review by appointment as part of Project File No. 2004.0764E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

Since the 1960s, building scale and land uses surrounding the project site have changed. For the construction of the San Francisco Towers Episcopal homes senior housing project in 1998, at 1661 Pine Street across from the project site, two of the buildings identified as historically significant in the *Van Ness Avenue Area Plan* (1623 and 1631 Pine Street) were demolished. This demolition, combined with the loss of two corner structures at 1501 Van Ness (at Pine) in 1965 and 1690 Pine Street (at Franklin) in 1969, eliminated roughly 70 percent of the historical automobile-related small-scale block face on the south side of Pine Street and a component of the project site's immediate neighborhood.

In the 1970s, auto-oriented uses along and around Van Ness Avenue started to decline as the industry relocated elsewhere in and out of the city. The *Area Plan* planned for properties that would become available for new development or adaptive reuse as the automobile showroom businesses and their ancillary service and parts businesses continued their relocation to other areas of the city and Bay Area. The *Area Plan* identified large-scale multiple-family housing land uses for much of the anticipated new development or adaptive reuse.[31]

In 1986, the Planning Department conducted a historic architectural resource survey as part of the preparation of the *Van Ness Avenue Area Plan*. The survey, in a two-block wide area between Polk Street on the east and Franklin Street on the west and that runs from Beach Street on the north to Redwood Street on the south, found 32 architecturally significant buildings and 88 contributory buildings along Van Ness Avenue. Preservation of these historical resources is one objective of the *Area Plan* (see discussion in the section below, Policy and Regulatory Framework). The buildings on the project site are not among those listed.

The project site's five existing buildings are part of the automotive land use support system surrounding the large automotive showrooms. Since 1978, the *Planning Code* has recognized this automotive land use support system as an Automotive Special Use District (SUD). Except for the surface parking lot on the northeast corner of Pine and Franklin streets (which until 1969, was occupied by an automobile-related structure as noted above), the project site is within the Automotive SUD.

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[31] San Francisco Planning Department, *San Francisco General Plan, Van Ness Avenue Area Plan*, adopted 1986, amended on July 7, 1995, to include the contributory building list.

History of Project Site Buildings

The uses of the project site's five buildings were influenced by the changing uses on Van Ness Avenue. The *Area Plan* tells the development story from sand dunes in the 1850s, to residential neighborhoods in the 1870s-1890s, to automobile sales and services from approximately 1910-1970, to multi-family residential uses in the latter 1900s. All five buildings on the project site date from the post-1906 earthquake reconstruction period (1906-1913) and four are unreinforced masonry buildings (UMBs). They are designed in the Simplified Renaissance Revival architectural style and Simplified Renaissance Block architectural style (see Figures 26 and 27 on pages 104 and 105). The *Area Plan's* survey of historic resources did not identify the buildings on the project site as landmark or contributory buildings.

The westernmost building, adjacent to the surface parking lot, is the two-story 1670 Pine Street building with a buff brick façade. It is the most elaborately designed of the three buildings (1650, 1660, and 1670 Pine Street) developed in 1917 by L.A. Meyers and designed by Heiman & Schwartz. Schwartz was the City Architect for a time.[32] Auto parts businesses used the building in the past and it most recently contained an office use. The two-story 1660 Pine Street building, also with a buff brick façade, was built in 1917 and is the second Heiman & Schwartz-designed building. The original occupant is not known, but the Devolet & Sons furniture store occupied the building for many years. The one-story, red brick façade building at 1656 Pine Street, was constructed in 1917 and was used for commercial purposes. Phil Devolet purchased it in 1991, presumably for use in connection with his adjacent furniture store. The one-story 1650 Pine Street building is the third Heiman & Schwartz-designed building. Uses included a machine shop and a refrigerator repair business, and ownership and use by Phil Devolet in his adjacent furniture store beginning in 1991. The one-story Michelin Tire Building (1634 Pine) is furthest east on the project site and has been in transportation-related uses since it was constructed in 1912, originally for tire sales and service and now for car rentals. The architect of this building is unknown.[33] Thus two of the five buildings have been or currently are used for known auto-related uses.

Policy and Regulatory Framework

Under CEQA, evaluation of potential historical resources impacts by proposed projects is a two-step process. The first step is to determine whether the property is an historical resource. If the property is determined to be an historical resource, the second step is to evaluate whether the proposed project would cause a substantial adverse change to the historical resource. CEQA Statutes Section 21084.1

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[32] Patrick McGrew, op cit. "Architect's Biographical Information" Section, pages 29-32.

[33] Patrick McGrew, Ibid, telephone conversation, September 25, 2008.

defines an historical resource as, "… a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources," properties included in a local register of historical resources, or properties deemed significant pursuant to criteria set forth in Public Resources Code Section 5024.1(g). According to CEQA Guidelines Section 15064.5(a)(3), a lead agency can determine that a resource is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the determination is supported by substantial evidence in light of the whole record.

In order to make the determination that a property may be an historical resource, the San Francisco Planning Department has organized some twenty-seven criteria into three major categories that classify properties based on their evaluation and inclusion in specified registers or surveys, as outlined in San Francisco Preservation Bulletin 16 and summarized here (Category A is divided into two subcategories):

- *Category A.1 - Resources Listed on or Formally Determined to be Eligible for the California Register of Historical Resources.*[34] These properties are historical resources.
- *Category A.2 - Adopted Local Registers, and Properties That Have Been Determined to Appear or May Become Eligible for the California Register.* These resources are presumed to be historical resources for purposes of CEQA, unless a preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- *Category B - Properties Requiring Further Consultation and Review.* Properties that do not meet the criteria for listing Categories A.1 or A.2, but for which the City has information indicating that further consultation and review will be required to evaluate whether a property is an historical resource for the purposes of CEQA.
- *Category C - Properties Determined Not To Be Historical Resources or Properties For Which The City Has No Information Indicating that the Property is an Historical Resource.* Properties that have been affirmatively determined not to be historical resources, properties less than 50 years of age, and properties for which the City has no information indicating that the property qualifies as an historical resource.

Appendix C provides additional information about the National Register of Historic Places, the California Register of Historical Resources, and local registers and other surveys of historical resources. The Planning Department considers a listing of historical resources approved by ordinance or resolution of the Board of Supervisors or the Planning Commission to be a local register of historical resources for purposes of CEQA evaluation. These lists are contained in Article 10 and Article 11 of the *Planning Code* and in the *Here Today* survey. Other historical resource surveys, such as the Architectural Heritage surveys, 1990 Unreinforced Masonry Building survey, and the 1976 Citywide Architectural survey, are not approved by ordinance or resolution, but contain useful initial information as the basis for further study.

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[34] The California Register of Historical Resources is a list of significant architectural and historical resources in California. In general, the California Register Criteria are less strict than those for the National Register and include criteria for resources significant within California. Resources that are formally listed in or determined to be eligible for the National Register are automatically listed in the California Register.

The project site lies outside, but adjacent to, the *Van Ness Avenue Area Plan* (an Element of the City's *General Plan)*. However, the existing buildings on the project site were included in the survey of significant buildings *in the Van Ness Area Plan Element.* One of the City's priorities through the *Area Plan's* objectives is the preservation of architecturally significant resources.[35] As discussed previously in the "The Neighborhood" section, buildings in the plan area were surveyed and identified as significant, contributory, or non-contributory buildings. The *Area Plan* was amended in 1995 to include landmark and contributory buildings. The *Area Plan* defines contributory buildings as those with architectural qualities that are not sufficiently important to justify their designation as landmarks; yet, they are in harmony with the prevailing characteristics of the more significant landmark buildings, contribute to the character of the street, and deserve retention if possible.[36] The *Area Plan* has four specific policies addressing preservation and development issues:

> POLICY 11.1. Avoid demolition or inappropriate alteration of historically and architecturally significant buildings.
>
> POLICY 11.3. Encourage the retention and appropriate alteration of contributory buildings.
>
> POLICY 11.4. Encourage architectural integration of new structures with adjacent significant or contributory buildings.

HISTORIC RESOURCE EVALUATION OF THE 1634, 1650, 1656, 1660 AND 1670 PINE STREET BUILDINGS

The project site's five buildings at 1634 1650, 1656, 1660, and 1670 Pine Street are not included —nor have they previously been determined eligible for inclusion — in any federal, state, or adopted local register of historic resources, including *Planning Code* Article 10, which lists designated City Landmarks and historic districts.

San Francisco Architectural Heritage (Heritage), the city's oldest non-profit organization dedicated to increasing awareness and preservation of San Francisco's unique architectural heritage, rated four of the five buildings (1650, 1656, 1660, 1670 Pine Street) a "C" rating in their Downtown Survey, recognizing them as having contextual significance to their neighborhood.[37] Buildings with a "C" rating are distinguished by their scale, materials, compositional treatment, cornice, and other features. They provide the setting for more important buildings and they add visual richness and character to an area.[38] C-rated buildings may be eligible for the National Register or the California Register as part of a historic district, even though they may not be eligible individually.

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[35] As discussed in the Page & Turnbull, Inc., report, op cit.

[36] San Francisco Planning Department, *Van Ness Avenue Area Plan* (July 16, 1995), Policy 11.3, under Objective 11, Preserve the Fine Architectural Resources of Van Ness Avenue, page II.5.v.

Under two California Register criteria—events and architecture, the Planning Department determined that each of the building on the project site is an historical architectural resource, and that they would be contributory buildings to a potential automobile-themed historic district (see next section on Historic District Potential).[39] Past land uses on the project site included automotive-related uses that evolved to support the surrounding automobile showrooms of one distinctive phase in the history of Van Ness Avenue's development—that associated with automobile production and distribution locally and nationally. Of the five buildings on the project site, Melville Schwartz of the local Heiman and Schwartz architectural firm designed three of them. The buildings on the project site (1634 Pine Street on Lot 7; 1650 on Lot 8; 1656 on Lot 9; 1660 on Lot 10, and 1670 on Lot 11) are linked to a dwindling number of automobile showrooms and other early ancillary automobile-oriented structures and uses, such as storage and repair garages, and tire shops dating from San Francisco's "Auto Row" era. Together, they represent an intact row of historic automotive-themed buildings and support a potential automotive-themed historical district.[40] Although not landmark quality, the project site's buildings convey the character-defining features of their post-quake reconstruction Renaissance Revival style. Their architectural quality and integrity are in harmony with the prevailing characteristics of the more significant automotive-related buildings of the surrounding potential automotive-themed historical district. They contribute to the character of the street and that of the wider area and potential historic district.[41]

The independent historic architectural consultant disagreed with the Planning Department. His evaluation indicated that the subject buildings have little connection historically and/or architecturally with the immediate surroundings, and contends that none of the buildings are eligible for listing in the California Register.[42]

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[37] Patrick McGrew, op cit. The Heritage survey was done in 1976 and 1978.

[38] San Francisco Architectural Heritage, *Definition of Survey Ratings.* These definitions are available online for public review at *http://www.sfheritage.org/images/SurveyRatings.pdf.* Viewed on January 12, 2007. Heritage has conducted comprehensive surveys, research, and evaluations of the City's Downtown area, the Van Ness Corridor, South of Market, North of Market, Civic Center, Chinatown, and the Northeast Waterfront areas. The project site is in the secondary survey area of the Downtown Survey. The Downtown Survey became the basis for the book *Splendid Survivors* (Michael R. Corbett, et al. *Splendid Survivors: San Francisco's Downtown Architectural Heritage,* prepared for the Foundation for San Francisco's Architectural Heritage, San Francisco: California Living Books, 1979).

[39] N. Moses Corrette, op. cit, page 2.

[40] Ibid.

[41] N. Moses Corrette, op cit, page 2.

HISTORIC DISTRICT POTENTIAL

As noted on page 106, auto uses began to cluster on Van Ness Avenue shortly after the 1906 earthquake and fire. Development continued through the 1920's and the area remained a central hub of automobile use through the 1970's. San Francisco's "Auto Row" was located along Van Ness Avenue and extended onto side streets.[43] It had a high concentration of buildings used for a variety of automotive support. The concentration of automobile-related uses along Van Ness Avenue eventually encompassed approximately 13 blocks, from Turk Street on the south to Jackson Street on the north. Development followed the typical pattern for auto uses, with the large showroom buildings along Van Ness Avenue (especially on prominent corner sites) and smaller one to two-story garages, auto body fabricators, and part shops located along the mid-block or intersecting streets. Many of the blocks along Van Ness Avenue from the Civic Center to Pine Street are bisected into smaller blocks by a series of intersecting alleys. These alleys allowed building showrooms to have two frontages: one façade serving as the primary, or 'front', and another façade being the 'rear' for auto service activities.

The dominance of auto-related land use for over 50 years created considerable harmony throughout the area, both in building type (automobile uses broken into showroom and ancillary uses) and in building style. While there have been some alterations to building detail, the majority of buildings still possesses the basic form and architectural detail associated with the style in which they were originally constructed. There are several San Francisco Landmarks along Van Ness Avenue, (1000 Van Ness Avenue, Landmark #152), as well as National Register Landmarks (1699 Van Ness Avenue) that are significant based on their association with the local automotive industry. Further, as noted previously, the *Area Plan* identifies 33 buildings along Van Ness Avenue and side streets as being individually significant, and lists approximately 88 buildings that are contributors to the area's historical significance.

The Planning Department has determined that additional information supports the existence of a potential automotive-themed historic district and that the buildings on the project site contribute to its integrity. San Francisco's "Auto Row" area was part of the automotive support system of land uses surrounding the large showrooms described in the *Area Plan*, part of the City's *General Plan*. The City has recognized this larger automotive support system in its *Planning Code* as an Automotive SUD since 1978.

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[42] Patrick McGrew, op cit, Section 4. California Register Evaluations for each building), pages 7-23.

[43] This discussion of the development and location of Auto Row came from the Page & Turnbull, Inc., report, op cit.

Several historic studies (EIRs, Section 106, and other Historic Resource Evaluation Reports) in the past few years have identified a potential automotive-themed historic district in the area along Van Ness Avenue from the Civic Center to Jackson Street, including parallel streets on the east and west and perpendicular streets.[44] In spite of several small-scale neighborhood buildings on the opposite block face that were demolished for a large housing project (the three-story 1623 and 1631 Pine Street buildings), the project site's block face remains an intact, coherent group of automotive support-type properties related to the larger Automotive SUD and support system. Excluding the surface parking lot at 1690 Pine Street, the project site's five buildings are located in the Automotive SUD and support system (1634, 1650, 1656, 1660, and 1670 Pine Street). They are linked to a dwindling number of other early ancillary automobile-oriented structures in the immediate blocks along Van Ness Avenue—San Francisco's major automobile row. [45] The structures date from the 1900s to the 1920s and they were often storage and repair garages, tire shops, and showrooms. The surrounding area appears to comprise a potential automotive-themed historic district based on meeting California Register criteria: (1) the area's development and history as an "Auto Row" (Criterion 1 - Events), and (2) the high concentration and quality of architecturally unified automobile-related buildings (Criterion 3 – Architecture).

The independent consultant's evaluation of the area as a potential historic district identified the "high-art architecture of the historic downtown buildings, the Civic Center [buildings,] and the Panama-Pacific International Exposition [buildings]. . . [and] other examples of the City Beautiful Movement," as representative of the historic architectural context. These buildings were large, permanent steel structures built in the dominant architectural styling of Renaissance Revival by master architects. When Heritage rated the buildings on the project site as contextual contributory buildings (rating "C"),

> "both sides of the block were intact, [and the block was] an enclave of small scale buildings that recalled in function (livery stables—later garages), if not in architectural expression, their pre-fire counterparts." ". . . [T]he area surrounding them has undergone a radical change in terms of use and scale in recent years, largely based on the Van Ness Plan, which has identified the area as ideal for the development of large scale housing. The construction of the monumental Episcopal Home senior housing project on the south side of the block has forever altered the physical context of this once small-scale neighborhood. When combined with the loss of the two corner structures at 1501 Van Ness . . . and 1690 Pine Street . . . , roughly 70 percent of the block face has been demolished. The block no longer has the ability to convey a sense of its origins. Instead, the surviving buildings represent, at best, an incomplete group of disassociated buildings, without any particularly meaningful historic or architectural context."[46]

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[44] Moses Corrette, op cit, page 1.

[45] Moses Corrette, op cit, page 2, item 2.

[46] Patrick McGrew, op cit,

The consultant concluded that the surviving cluster of buildings on the project block would not qualify as contributors to a potential California Register Historic District, and no potential historic district would appear to be justifiable.

Under CEQA Section 15064(g), when there is a disagreement among experts' opinions that are supported by facts over the significance of an effect on the environment, the Planning Department shall treat the effect as significant. Thus, this EIR analyzes the buildings on the project site as historical resources and the project may have a potentially significant effect on historical architectural resources.[47]

IMPACTS

Significance Criteria

A project would have a significant effect on historical resources if it would substantially disrupt or substantially affect a property of historic significance adversely. CEQA Section 21084.1 states, "A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." CEQA defines a "historical resource" as follows: (1) a resource that is listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) a resource that is identified as significant in a local register of historical resources, such as Article 10 of the *San Francisco Planning Code;* or (3) a resource that is deemed significant due to its identification in an historical resource survey meeting the requirements of Public Resource Code Section 5024.1(g). A resource that is deemed significant due to its identification in an historical resource survey meeting the requirements of Public Resource Code Section 5024.1(g) is presumed to be historically significant unless a preponderance of evidence demonstrates otherwise.

CEQA Guidelines Section 15064.5 defines a "substantial adverse change" as "demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." The significance of an historical resource is "materially impaired," according to Guidelines Section 15064(b)(2), when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that:

- convey its historic significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources (including a determination by the lead agency that the resource is eligible for inclusion in the California Register);
- account for its inclusion in a local register of historical resources adopted by local agency ordinance or resolution (in accordance with Public Resources Code Section 5020.1(k)); or

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[47] California Environmental Quality Act 2008 Guidelines, Section 15064(g).

- account for its identification in an historical resources survey that meets the requirement of Public Resources Code Section 5024.1(g), including, among other things, that "the resource is evaluated and determined by the [State Office of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523," unless the lead agency "establishes by a preponderance of evidence that the resource is not historically or culturally significant."

Impact of the Proposed Project on the Historic Resources

The project sponsor intends to demolish the five buildings on the project site (1634, 1650, 1656, 1660 and 1670 Pine Street) and replace them with a high-density, two-tower, 283-unit residential building with ground floor commercial/restaurant. The existing buildings are considered significant historical resources because they reflect the post-quake reconstruction-period Simplified Renaissance Revival and Simplified Renaissance Revival Block architectural styles and retain their historical architectural integrity; they are associated with the important historic period of Van Ness Avenue's "Auto Row," and they contribute to a potential automotive-themed historic district. Since the project site's five buildings (1634, 1650, 1656, 1660 and 1670 Pine Street), are considered historical resources, demolition of these buildings would be a significant adverse impact. Implementation of Mitigation Measure 5 (page 145) would reduce this impact by documenting the existing buildings with a survey completed in accordance with the Historic American Building Survey (HABS) level II documentation standards. Nevertheless, demolition of the historical resources would remain a significant, adverse impact.

Impact of the Proposed Project on the Potential Historic District

As discussed above, the project site's five existing buildings are part of the automotive support system surrounding the large automotive showrooms on Van Ness Avenue, and together maintain a coherent group of historical automotive support-type properties.[48]

The project area meets two of the California Register criteria – events and architecture. Demolition of the existing buildings would remove essential features and spatial relationships that contribute to the definition and character of the potential historic district. Their removal would substantially compromise the integrity of the potential historic district, and demolition of the buildings would be a significant cumulative impact.

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[48] N. Moses Corrette, op. cit, page 1.

E. WIND

The proposed project building could affect wind conditions around the project site. An independent consultant conducted a wind tunnel test to evaluate the wind impacts of the proposed project.[49] No other projects are proposed within the wind study area (approximately one block east and west, and three blocks north of the project site); therefore, cumulative wind impacts would not occur.[50] This section summarizes the evaluation's results.

SETTING

The project site's existing wind conditions are moderate to windy. Existing development on the project site includes a surface parking lot at the northeast corner of Pine and Franklin streets, two two-story buildings, and three one-story buildings. The remaining blockface consists of one lot adjacent to the project site on its east side, on the northwest corner of Pine Street and Van Ness Avenue. It is occupied by an automobile gasoline station. Low- and mid-rise structures and scattered high-rise towers characterize development around the project site. For existing wind conditions, the more influential mid- and high-rise buildings in the area include the 26-story Holiday Inn, the 11-story residential building at 1700 California Street, and the 14-story San Francisco Towers residential building that is on the south side of Pine Street directly across from the site.

Tall buildings and structures can strongly affect the wind environment for pedestrians. Groups of buildings tend to slow winds near ground level. Buildings that are much taller than the surrounding buildings intercept and redirect winds that might otherwise flow overhead, diverting them downward to the street where ground level wind speed and turbulence increase, and bring them down the vertical face of buildings to ground level, where they create ground level wind and turbulence. These redirected winds can be relatively strong and incompatible with the intended uses of nearby ground level areas. Wind conditions affect pedestrian-comfort on sidewalks and in other public and publicly accessible areas, and very high winds can create hazardous conditions.

U.S. Weather Bureau and Bay Area Air Quality Management District data show that the northwesterly winds (from the northwest) and the westerly winds (from the west) reflect the persistence of sea breezes and are the most frequent wind directions in San Francisco.[51] Wind speed and direction are most variable in the winter, when strong southerly winds occur frequently during an approaching winter storm. The strongest peak winds occur during winter, when the highest recorded speeds have been 47 miles per hour (mph). Predictions of wind speed are based upon historic wind records from the U.S. Weather Bureau weather station atop the old Federal Building at 50 United Nations Plaza during the years 1945-1950.[52] Of the 16 primary wind directions measured at the weather station, four directions occur most frequently and account for most of the strongest winds: northwest, west-northwest, west, and west-southwest. Calm conditions occur about two percent of the time. Average wind speeds are highest during summer and lowest during winter. Typically, the highest average wind speeds occur during the mid-afternoon hours, and the lowest occur during early morning hours.

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[49] Charles Bennett, Environmental Science Associates (ESA), *Potential Wind Conditions Proposed 1634 Pine Street Project, San Francisco, California*, May 2, 2007, May 5, 2008 and December 10, 2008. These reports are available for public review by appointment as part of Project File No. 2004.0764E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

[50] Charles Bennett, ESA, telephone conversation with Stu During, April 15, 2008.

WIND EVALUATION CRITERIA

Background

In order to provide a comfortable wind environment for people in San Francisco, the City has established a wind hazard criterion and pedestrian-comfort criteria for use in evaluating the wind effects of proposed buildings. Section 148 of the *Planning Code* specifically outlines these criteria for the Downtown Commercial (C-3) District and each of the Rincon Hill, Folsom and Main, Van Ness Avenue, and South of Market areas under *Planning Code S*ections 827(f), 249.1(b)(2), 243(c)(9), and 263.11(c), respectively. Although the project site is outside these areas, the San Francisco Planning Department, as lead agency for the implementation of CEQA, uses the *Planning Code's* wind hazard criterion and pedestrian-comfort criteria for evaluating wind impacts of a proposed building located anywhere in the city. Both the hazard criterion and the comfort criteria are based on pedestrian-level wind speeds, referred to as "equivalent wind speeds," that include the effects of gustiness and turbulence."[53]

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[51] The discussion of wind directions in this report uses the actual points of the compass rather than applying the convention of calling northwest-to-southeast directions "north-south" and northeast-to-southwest directions "east-west" used elsewhere in this document.

[52] Although the information is over 50 years old, it represents the best available data on wind conditions in Downtown San Francisco and was the data source on which the San Francisco Wind Ordinance is based. Moreover, the U.S. Weather Bureau station was relocated away from the City Center and there is no other source of wind information available.

[53] Equivalent mean wind speed is defined as the mean wind speed multiplied by the quantity (one plus three times the turbulence intensity divided by 1.45) to incorporate the effects of gustiness or turbulence on pedestrians in the criteria.

Wind Hazard Criterion

The wind hazard criterion is 36 mph equivalent wind speed for a single full hour that is not to be reached or exceeded once during the year, or approximately 0.0114 percent of the time.[54] No building or addition would be permitted that would cause wind speeds to exceed the hazard criterion, and no exception may be granted.

Pedestrian and Seating Comfort Criteria

The *Planning Code* establishes two comfort criteria, an equivalent wind speed of 7 mph in public seating areas and 11 mph more than 10 percent of the time in areas of substantial pedestrian use.[55] New buildings and additions to buildings may not cause ground level winds to exceed these levels In areas where the *Planning Code's* wind controls apply, new buildings and additions must meet the comfort criteria at all test locations, reducing existing wind exceedances to or below the comfort level criteria and not newly increasing winds above the comfort level criteria; or the design team must redesign the building to meet the comfort criteria unless allowable exceptions would apply. Compliance with the wind comfort and hazard criteria of the *Planning Code* requirements would be considered in the CU/PUD process for the proposed project.

Methodology

In administering the *Planning Code* and implementing CEQA, the Planning Department requires wind tunnel testing for tall buildings to determine wind hazard and pedestrian-comfort conditions, and to provide a basis for design modifications to mitigate any significant impacts. The consultant conducted wind tunnel tests for the project site and vicinity under two scenarios: (1) existing conditions, and (2) existing conditions plus the proposed project.

Using a wind tunnel and a scale model of the project site and surrounding area, wind speed measurements were taken at 28 existing and 33 existing plus project test locations (see Figure 28 page 120). Of these, 28 pedestrian test locations (points 1-25, 31, and 35) surround the project block on the sidewalks of Van Ness Avenue and Bush, Pine, California and Franklin streets. Six test locations are on the project site. Points 36, 37 and 39 are on the front-entrance plaza between the proposed towers. Point 32 is on the south side of the building; near Franklin Street. Points 34 and 38 are on the north side of the entrance lobby in a plaza area. The project site's existing buildings cover location points, 34, 36, 37, 38, and 39; hence, existing wind conditions could not be measured. To identify the *Planning Code's* applicable wind comfort criteria, the 33 test locations are considered pedestrian locations rather than sitting locations (i.e. no location was identified exclusively for seating). In accordance with the San Francisco wind ordinance methodology, the consultant tested three prevailing wind directions: northwest, west-northwest, and west.

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[54] The *Planning Code* uses adjusted equivalent wind speed to define the hazard criterion and the comfort criteria. However, the hazard criterion speed is a full-hour average speed of 26 mph that is not comparable to comfort criteria data, which has shorter, one-minute averaging intervals. As a result, it is convenient to adjust the hazard speed so that all three criteria estimates are comparable. When adjusted, the hazard criterion wind speed becomes 36 mph. The comfort criteria remain at 7 mph seating and 11 mph standing/walking.

[55] The *Planning Code* sections discussed in the text specify the hours of 7:00 a.m. to 6:00 p.m. The available weather data cover the hours of 6:00 a.m. to 8:00 p.m. Thus, observations from two additional evening hours and one additional morning hour are included in these data. Because winds are generally stronger in the afternoon and evening than in the morning, this approximation is conservative – it is likely to overestimate the existing and projected wind speeds.

Wind tunnel testing did not account for the possible buffering effect of existing mature street trees which would be removed. Consequently, existing wind speeds and wind speed changes attributed to the project could be a little slower or smaller than the more conservative estimates reported below.

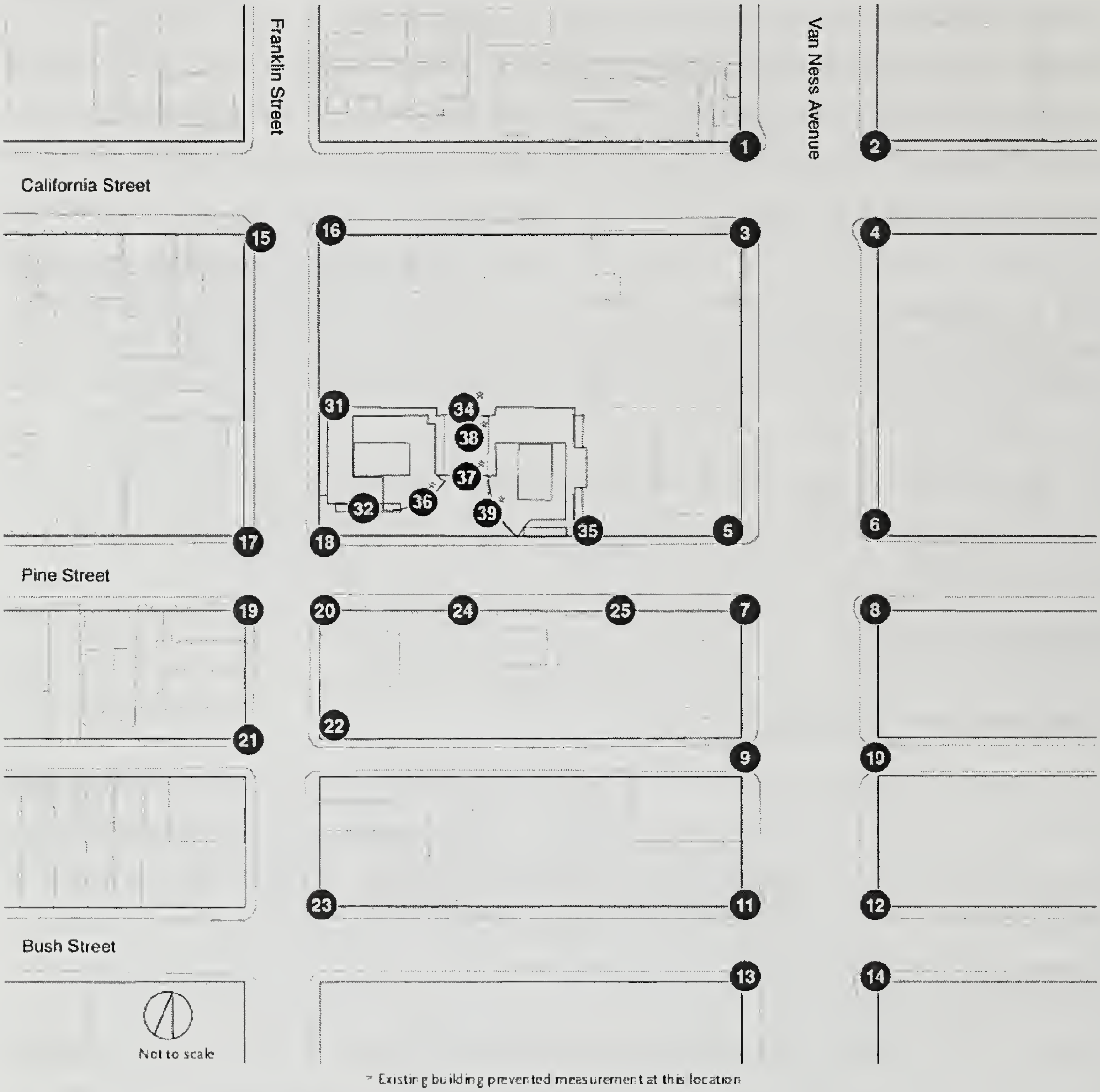
EXISTING CONDITIONS

Existing Wind Hazard Conditions

Table 6 on page 121 indicates existing wind conditions measured for the hazard criterion at the location points measured in the wind tunnel test and illustrated in Figure 28, page 120. The *Planning Code*'s wind hazard criterion of 36 mph (adjusted equivalent mean wind speed) is not currently exceeded more than one hour per year at any of the pedestrian test locations. Existing wind speeds exceeded more than one hour per year range from 15 to 34 mph.

The highest wind speeds in the project vicinity (32-34 mph) exceeded more than one hour per year occur in five locations: at the southeast corner of the Van Ness/California intersection (point 4); at the northeast corner of the Van Ness/Pine intersection (point 6); at the southwest corner of the Pine/Van Ness intersection (point 7); on the east side of Van Ness at Austin Street (point 10); and on the southwest corner of Van Ness Avenue and Bush Street (point 13).

The lowest existing equivalent wind speed of 15 mph, in excess of one hour per year, occurs at two locations: on the southwest corner of the Van Ness/California intersection (point 3), and on the northwest corner of the Pine/Franklin intersection (point 17). Existing equivalent wind speeds range from 9 to 24 mph at the other three corners of the Pine/Franklin intersection (points 18-20). On the project site (points 31, 32, 35), wind speeds are from 16 to 25 mph. In addition, at the northwest and southwest corners of the Pine/Van Ness intersection, points 5 and 8, respectively, existing wind speeds are 10 mph and 12 mph, respectively.



Source: Chuck Bennett

12-11-06

Wind Test Point Locations Figure 28

Table 6
Wind Hazard Conditions

References		Measured Equivalent Wind Speed (mph)	
Location Number	**Hazard Criterion Speed (mph)**	**Existing**	**Existing + Proposed Project**
Van Ness Avenue, from California to Bush Street (Pine/Van Ness Intersection: points 5, 6, 7, and 8)			
1	36	16	17
2	36	23	19
3	36	15	15
4	36	33	33
5	36	24	17
6	36	32	30
7	36	34	31
8	36	21	21
9	36	16	16
10	36	32	30
11	36	16	17
12	36	27	22
13	36	32	31
14	36	18	19
Franklin Street, from California to Bush Street (Pine/Franklin Intersection: points 17, 18, 19, 20)			
15	36	21	20
16	36	21	20
17	36	15	20
18	36	24	30
19	36	21	17
20	36	19	19
21	36	20	16
22	36	26	24
23	36	22	28
Entrances to San Francisco Towers (South Side of Pine Street, Across from the Project Site)			
24	36	28	32
25	36	29	28
On the Project Site (points 36, 37, 39—front entrance plaza; points 34 and 38—north entry lobby			
31	36	16	22
32	36	25	35
34	36	NA[1]	15
35	36	18	14
36	36	NA[1]	11
37	36	NA[1]	10
38	36	NA[1]	9
39	36	NA[1]	8
Average	–	23	21

Notes:

NA = Not applicable.

[1] These test points are located on the proposed building and thus do not exist under existing conditions.

Source: Chuck Bennett, Environmental Science Associates, May 2, 2007 and May 5, 2008.

Existing Pedestrian Comfort Conditions

The average wind speed (exceeded ten percent of the time) for all 28 test points measured for the existing setting condition is 11 mph, as shown in Table 7 on page 123. Wind speeds range from 7 to 17 mph. Wind speeds greater than the 11 mph comfort criterion occur at 10 of the 28 test locations. The highest wind speed in the vicinity (17 mph) occurs at one location, point 7, at the southwest corner of the Pine/Van Ness intersection. Winds at eighteen of the 28 location points (1-3, 5, 9, 11, 14-18, 20-23, 31, 32, and 35) are currently equal to or less than the *Planning Code's* 11 mph pedestrian-comfort criterion.

As indicated in Table 7, around the project site (points 31, 32, and 35), existing wind speeds range from 8 to 10 mph. None of the three locations exceed the 11 mph pedestrian-comfort criterion. All tested points, except point 3, exceeded the pedestrian seating criterion of 7 mph.

Along Franklin Street, between California and Bush streets, wind speeds range from 8 mph to 12 mph at the ten tested locations (points 15-23, 31). One of the highest wind speeds for this area (12 mph) occurs on the southwest corner of Franklin Street and Pine Street (point 19). Winds at nine (points 15-18, 20-23, and 31) of these ten locations are at or less than the 11 mph pedestrian-comfort criterion.

Along Van Ness Avenue, from California Street to Bush Street, wind speeds at the fourteen measured locations (points 1-14) range from 7 to 17 mph. Winds at 7 of the 14 locations (points 1-3, 5, 9, 11, 14) are at or less than the pedestrian-comfort criterion.

Along Pine Street, between Van Ness Avenue and Franklin Street, wind speeds at the twelve test locations (points 5-8, 17-20, 24, 25, 32, 35) range from 8 to 17 mph. Wind speeds at six (points 5, 17, 18, 20, 32, 35) of the twelve locations are at or less than the pedestrian-comfort criterion.

Along California Street, between Van Ness Avenue and Franklin Street, wind speeds at the six test locations (points1-4, 15, 16) range from 7 to 13 mph. Wind speeds at three (points 1-3) of the six locations are at or less than the pedestrian-comfort criterion.

Along Bush Street, between Van Ness Avenue and Franklin Street, wind speeds at the five test locations (points11-14, 23) range from 9 to 15 mph. Wind speeds at three (points 11, 14, 23) of the five locations are at or less than the pedestrian-comfort criterion.

Table 7
Wind Comfort Conditions

References		Measured Equivalent Wind Speed (mph)	
Location Number	**Comfort Criterion Speed (mph)**	**Existing**	**Existing + Proposed Project**
Van Ness Avenue, from California to Bush Street (Pine/Van Ness Intersection: points 5, 6, 7, and 8)			
1	11	9	9
2	11	11	10
3	11	7	8
4	11	**13**	**12**
5	11	10	9
6	11	**14**	**14**
7	11	**17**	**14**
8	11	**12**	11
9	11	9	8
10	11	**14**	**12**
11	11	9	10
12	11	**12**	11
13	11	**15**	**14**
14	11	11	11
Franklin Street, from California to Bush Street (Pine/Franklin Intersection: points 17, 18, 19, 20)			
15	11	9	9
16	11	9	9
17	11	8	9
18	11	11	**12**
19	11	**12**	9
20	11	11	10
21	11	9	8
22	11	11	11
23	11	10	**12**
Entrances to San Francisco Towers, South Side of Pine Street, Across from the Project Site			
24	11	**16**	**16**
25	11	**13**	**13**
On the Project Site (point 34 on 8th floor terrace)			
31	11	8	**11**
32	11	11	**17**
34	11	NA[1]	8
35	11	10	8
36	11	NA[1]	6
37	11	NA[1]	10
38	11	NA[1]	9
39	11	NA[1]	8
Average	–	**11.1**	**10.5**

Notes:

NA = Not applicable.

[1] These test points are located on the proposed building and thus do not exist under existing conditions.

[2] Exceedances of the comfort criterion (greater than 10% of the time) are shown in bold type.

Source: Chuck Bennett, Environmental Science Associates, May 2, 2007 and May 5, 2008.

IMPACTS

The proposed mid-block Tower 2 (east tower) would be built to the Pine Street lot line, but Tower 1 (west tower) with an off-axis southeastern corner (see Figure 4, page 37) would be set back approximately 22 feet from the Pine Street property line. The variation in setback and height along the north side of Pine Street between Franklin Street and Van Ness Avenue, with the 24-story, 240-foot high, corner Tower 1, the 18-foot high entrance lobby between the towers, the 15-story, 155-foot high Tower 2, and the one-story gasoline station on the corner lot with Van Ness Avenue would be designed to avoid creating a wind-tunnel-like effect.

Significance Criteria

A project that would cause equivalent wind speeds to newly reach or exceed 36 mph for a single full hour of the year would be considered to have a significant impact.

A project that would exceed the pedestrian-comfort standards would not be considered to have a significant adverse impact. Wind speeds relative to the comfort criterion of 11 mph are discussed, however, for informational purposes.

EXISTING CONDITIONS PLUS THE PROPOSED PROJECT

The conditions tested in this scenario consisted of the existing buildings and structures in the project vicinity, plus a model of the proposed project in place of the existing buildings at the project site.

Hazard Wind Conditions

Based on the results of the wind tunnel study, sidewalk conditions under the proposed project would be windier in some locations and less windy in others. With the proposed project as compared to existing conditions, measured equivalent wind speeds would increase at 9 locations, remain unchanged at five locations, and decrease at 14 locations. The highest measured equivalent wind speed for one hour per year would be approximately 35 mph at the southwest corner of Tower 1 (point 32) where the existing wind speed is 25 mph. At the two points with the lowest existing wind speed (15 mph at points 3 and 17, the southwest corner of the Van Ness/California intersection (point 3) and the northwest corner of the Pine/Franklin intersection (point 17), winds would remain the same at point 3 and increase to 20 mph, at point 17.

On the project site, existing wind speeds of 16 to 25 mph at points 31, 32, and 35 would increase to 22 mph and approximately 35 mph at points 31 and 32, respectively, and decrease to 14 mph at point 35.

Wind speeds on the entrance plaza both north and south of the entrance lobby (points 34, 36-39) would range from 9 to 15 mph.

At the four corners of the Pine/Franklin intersection (points 17-20), existing wind speeds of 15 to 24 mph would increase to 17 to 30 mph.

At the four corners of the Pine/Van Ness intersection (points 5-8), existing wind speeds of 21 to 34 mph would decrease to 17 to 31 mph.

Winds at the entrance to San Francisco Towers (points 24, 25), on the south side of Pine Street across from the project site, would increase from 28 mph to 32 mph at point 24, and decrease from 29 mph to 28 mph at point 25. Winds around the 26-story Holiday Inn building at Van Ness Avenue and California Street would increase at point 1 (from 16 mph to 17 mph), decrease at point 2 (23 mph to 19 mph), and remain unchanged at points 3 and 4 (15 and 33 mph, respectively).

The building configuration that was tested in the wind tunnel resulted in a 36 mph equivalent wind speed (test point 32), on the project site's public plaza near the corner of Pine Street and Franklin Street. Since the first time the project model was tested, the project has undergone some minor redesign of project elements that could affect wind speeds. These design modifications would not be expected to increase the wind hazard speeds at or beyond the wind hazard criterion. However, since the effect of the building, as proposed, has not been demonstrated as less than significant (i.e., no exceedance of the hazard criterion), the project could have a potentially significant impact. This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure 6, which calls for additional wind testing and design modifications in the event that the testing indicates exceedance of the wind hazard level.

Pedestrian Comfort Conditions

The average equivalent wind speed in excess of ten percent of the time for the study area test locations would be lowered from the existing 11 mph to 10.5 mph with the proposed project, and would range from 6 to 17 mph, an increase compared to existing wind conditions of 7 to 17 mph. The project would eliminate three existing pedestrian-comfort criterion exceedances (points 8 and 12 at the southeast corner of Van Ness/Pine and the northeast corner of Van Ness/Bush, respectively, and point 19 at the southwest corner of Pine/Franklin). However, the project would add three new exceedances: one at the northeast corner of the Franklin/Pine intersection (point 18); one at the northeast corner of the Franklin/Bush intersection (point 23); and one at the southwest corner of the proposed Tower 1 building, point 32.

Twenty of the 33 points would be below or at meet the pedestrian-comfort criterion of 11 mph, exceeded less than ten percent of the time.

Wind speeds would increase at seven locations, remain unchanged at eight locations, and decrease at 13 locations. The five new pedestrian locations created by the proposed project (points 36, 37 and 39, on the front entrance plaza and points 34 and 38 on the north plaza) would have estimated equivalent wind speeds ranging from 6 to 11 mph.

Wind speeds above the 11 mph pedestrian-comfort criterion would occur at 10 of the 33 locations. The highest wind speed in the vicinity would be 17 mph at the southwest corner of Tower 1 (point 32), with an increase from the existing wind speed of 11 mph.

At the four corners of the Franklin/Pine intersection adjacent to the southwest corner of the project site, existing winds of 8 to 12 mph would increase to a range of 9 to 12 mph. The one exceedance of 12 mph would be on the northeast corner (point 18).

Along Pine Street from Van Ness Avenue to Franklin Street, wind speeds at the 12 test locations (points 5-8, 17-20, 24, 25, 32 and-35) would range from 9 to 17 mph with the proposed project. Wind speeds at six of the 12 locations (points 5, 8, 17, 19, 20, and 35) would be at or less than the pedestrian-comfort criterion, the same number under existing conditions.

Along California Street, from Van Ness Avenue to Franklin Street, wind speeds at the six test locations (points 1-4, 15, 16) would range from 8 to 12 mph with the project. Wind speeds at five of the six locations would be at or less than the pedestrian-comfort criterion, the same as under existing conditions.

Along Bush Street from Van Ness Avenue to Franklin Street, wind speeds at the five test locations (points 11-14, 23) would range from 10 to 14 mph with the project. Wind speeds at three (points 11, 12, 14) of the five locations would be at or less than the pedestrian-comfort criterion, just as under existing conditions. The proposed project would eliminate an existing exceedance at the northwest corner of Bush/Van Ness intersection (point 12) and would create a new exceedance at the northeast corner of the Bush/Franklin intersection (point 23).

The proposed project would add three pedestrian-comfort criterion exceedances (points 18, 23, and 32) to the ten existing exceedances, eliminate three existing exceedances (points 8, 12, and 19), so there still would be ten exceedance locations. Points 18 and 23 would have wind speed increases of 1 to 3 mph, respectively, and point 32 would have an increase of 6 mph. The new pedestrian location points (34, and 36-39) that existing buildings on the project site now cover would have wind speeds ranging from 8 to 10 mph. Wind speed changes at other test locations would include slight increases and decreases, and would be below the 11 mph comfort criterion.

In general, constructing large structures would most likely change wind flows, speeding up the wind at some locations and slowing it elsewhere. Even a moderate-size structure constructed on the proposed project site could change the duration and location of exceedances, as discussed above. Experience in evaluating windy areas indicates that it is common for new buildings to eliminate some existing exceedances and create others. It is not always possible to mitigate exceedances by changing building design without creating an unattractive and ungainly building form and without unduly restricting the development potential of the project site. Furthermore, existing wind conditions and building configurations make it unlikely that planting large street trees in front of the project site would reduce wind speeds sufficiently to eliminate existing or new exceedances of the pedestrian-comfort criterion. The project would result in wind speeds that are higher than the pedestrian criterion comfort levels at some test points, however, since the exceedance of the pedestrian-comfort criterion is not considered a significant impact, this exceedance does not require mitigation. Implementation of Mitigation Measure 6 (page 146), requiring redesign and retesting to avoid wind hazard level exceedances, could also reduce the degree of exceedance the comfort criterion in these locations.

Cumulative Wind Effects

The projects proposed near the project site, including 1481 Post Street/1333 Gough Street, 1521 Sutter Street, 1285 Sutter Street , the proposed California Pacific Medical Center at Van Ness Avenue, bounded by Post, Geary, and Franklin streets, 1450 Franklin/1581 Bush Street and the remodeling of the Japantown Center; are more than one block away, downwind from the proposed project. Hence, the potential structures would not be expected to affect the wind conditions near the project. No other projects are proposed within the wind study area (approximately one block east and west and three blocks north of the project site); therefore, significant cumulative wind impacts would not occur.

F. SHADOW

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. *Planning Code* Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Department, by any structure exceeding 40 feet, unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. The nearest Recreation and Park Department property is Lafayette Park, about three blocks northwest of the project site. To determine whether this proposed project would conform to Section 295, a shadow fan study was prepared by the Planning Department.[56] The shadow fan study indicated that project shadows could reach Lafayette Park; however, shadow fan studies do not take into consideration intervening buildings and topography. A detailed shadow study was prepared to determine whether or not intervening buildings and/or topography would block project-generated new shadows that could potentially reach the park (or any other Recreation and Park Department property).

SETTING

The four-square-block Lafayette Park is approximately three blocks northwest of the project site, at the corner of Sacramento and Gough streets. The southeast portion of the park is the closest area to the project site.

There are three other parks of note, but they are too distant from the project site to be affected by project shadow. Alta Plaza Park is about ten blocks northwest of the project site in the Pacific Heights neighborhood. Jefferson Square and the adjacent Hayward Playground are approximately nine blocks southwest, in the Western Addition neighborhood. The Hamilton Recreation Center is located ten blocks southwest in the lower Pacific Heights/Japantown area. The project site is not visible from any of these parks nor can one see these parks from the project site due to the distance from the project site, intervening buildings, and hilly topography.

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[56] Glenn Cabreros, Planner, San Francisco Planning Department, letter dated April 3, 2007. A copy of this letter is available for public review by appointment as part of Project File No. 2004.0764K at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

IMPACTS

Significance Criteria

San Francisco adopted Section 295 of the *Planning Code* in response to Proposition K (passed November 1984) in order to protect public open spaces under the jurisdiction of the Recreation and Park Department from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. *Planning Code* Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Commission by any structure exceeding 40 feet in height unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. On a case-by-case basis, project shadow could be found to be significant for other reasons as well.

Impact Analysis

The proposed project would shade adjacent properties, but would not increase the total amount of shading in the neighborhood above levels that are common and generally accepted in urban areas. An independent consultant prepared a shadow analysis to determine whether the proposed project's 240-foot-tall Tower One (the most prominent part of the project) would cast net new shadow on Lafayette Park.[57] The analysis includes shadow cast by existing buildings and the proposed project on public open spaces, streets, and sidewalks in the project area. Shadow patterns for the proposed project are shown three times a day at 9:00 a.m., noon, and 3:00 p.m. for the four seasons: the winter solstice, when the sun is at its lowest; the summer solstice, when the sun is at its highest; and during the spring and fall equinoxes, when the sun is at its midpoint.[58] Sunlight conditions from July through November are mirrored from January to May, allowing for the adjustment of Daylight Savings Time. Figures 29 to 32, pages 130 through 133, depict shadow impacts at "snapshot" moments throughout the year. In each image, shadows created by existing buildings are shown in gray. The proposed project's net new shadow is shown in black.

As shown in Figure 29, page 130, for December 21, the day of the year with the longest shadow, the proposed project's Tower One would not reach Lafayette Park. Publicly accessible non-Proposition K property in the vicinity of the project site consists of adjacent streets and sidewalks. The proposed project would at times shade portions of nearby streets and sidewalks. At 9:00 a.m. on December 21, project

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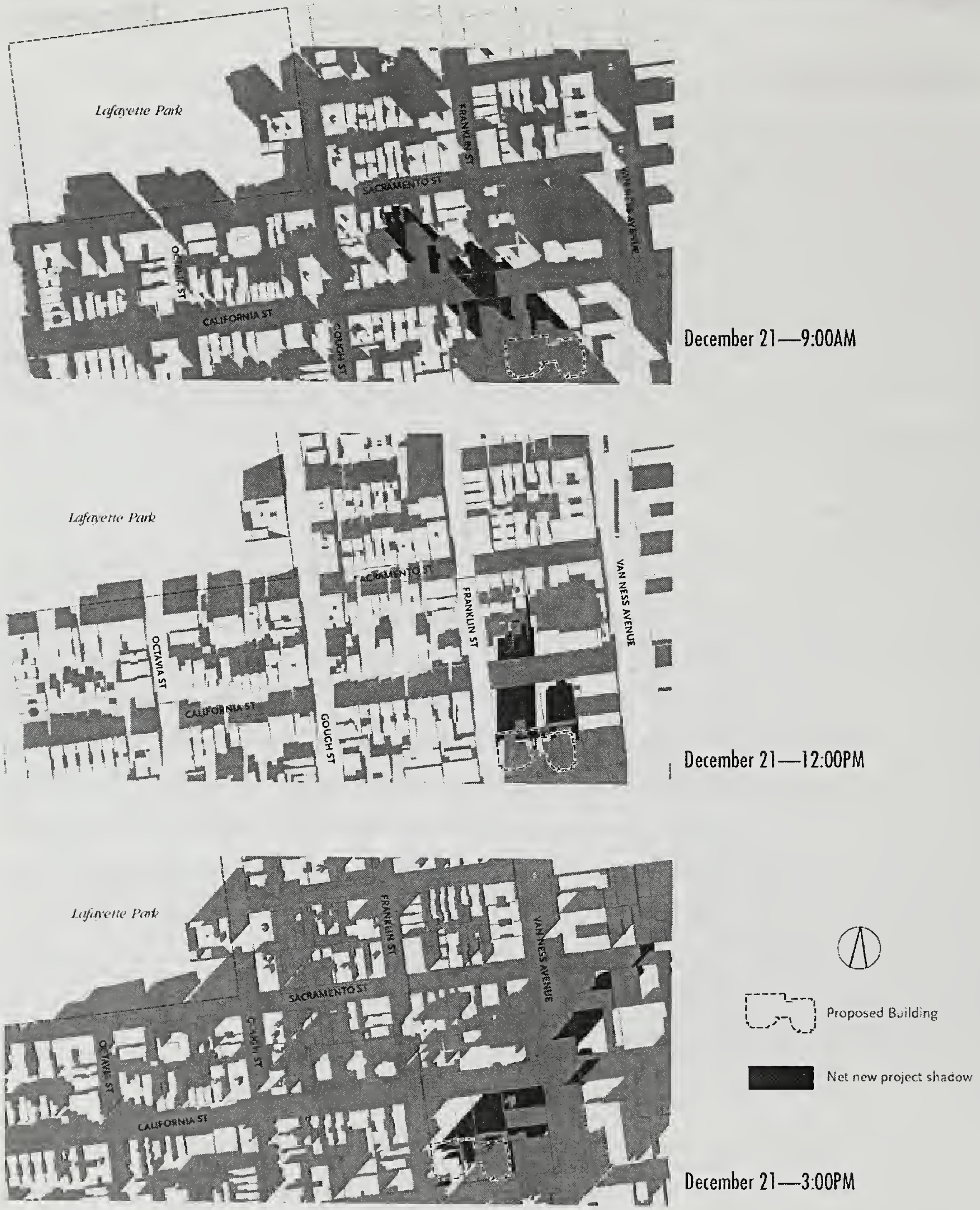
[57] Environmental Science Associates, op cit.

[58] For this analysis, Pacific Standard Time is used in March and December, and Pacific Daylight Time is used for June and September.



December 21—9:00AM

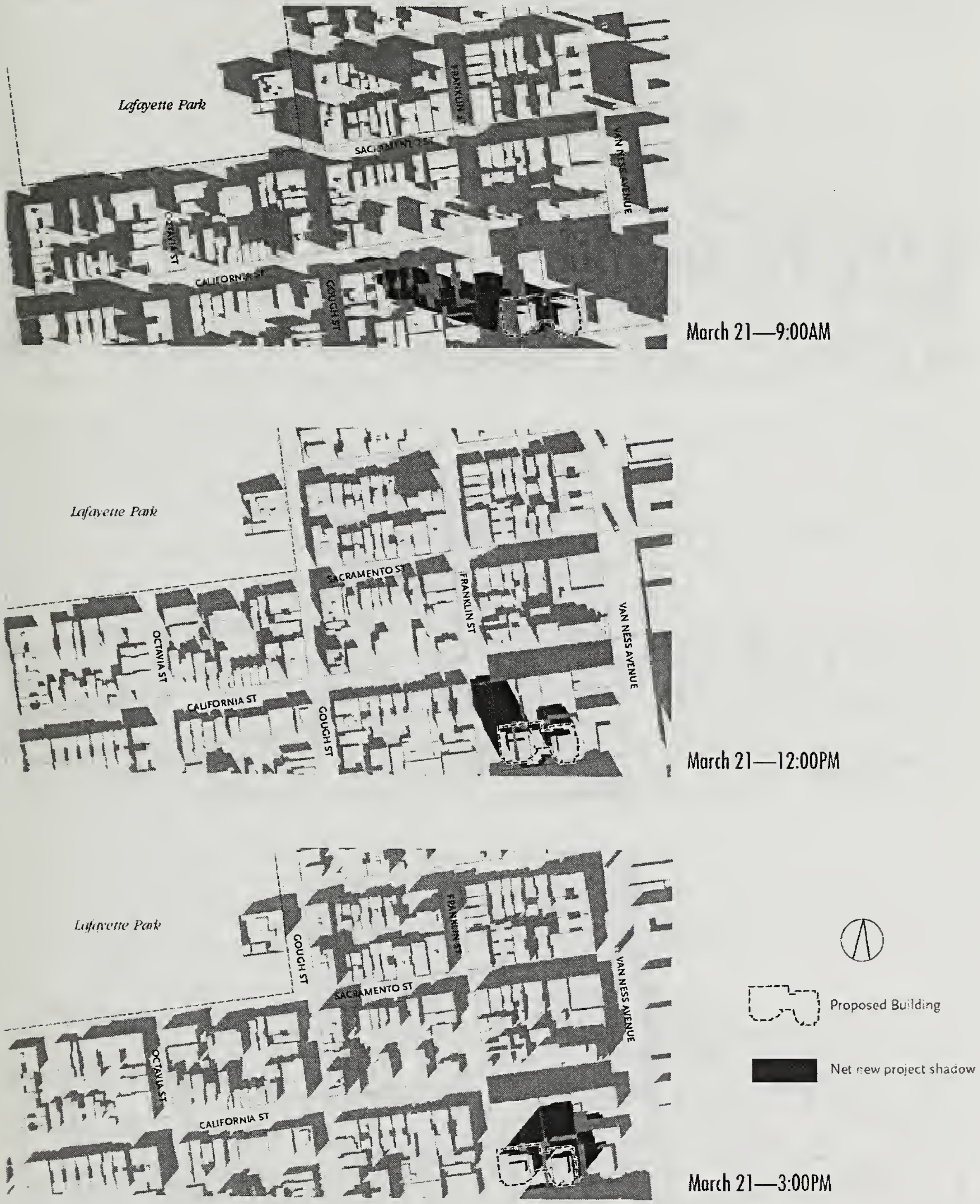
December 21—12:00PM

December 21—3:00PM

Source: Chuck Bennett, ESA

12.8.08

Proposed Project Shadow: December Figure 29



March 21—9:00AM

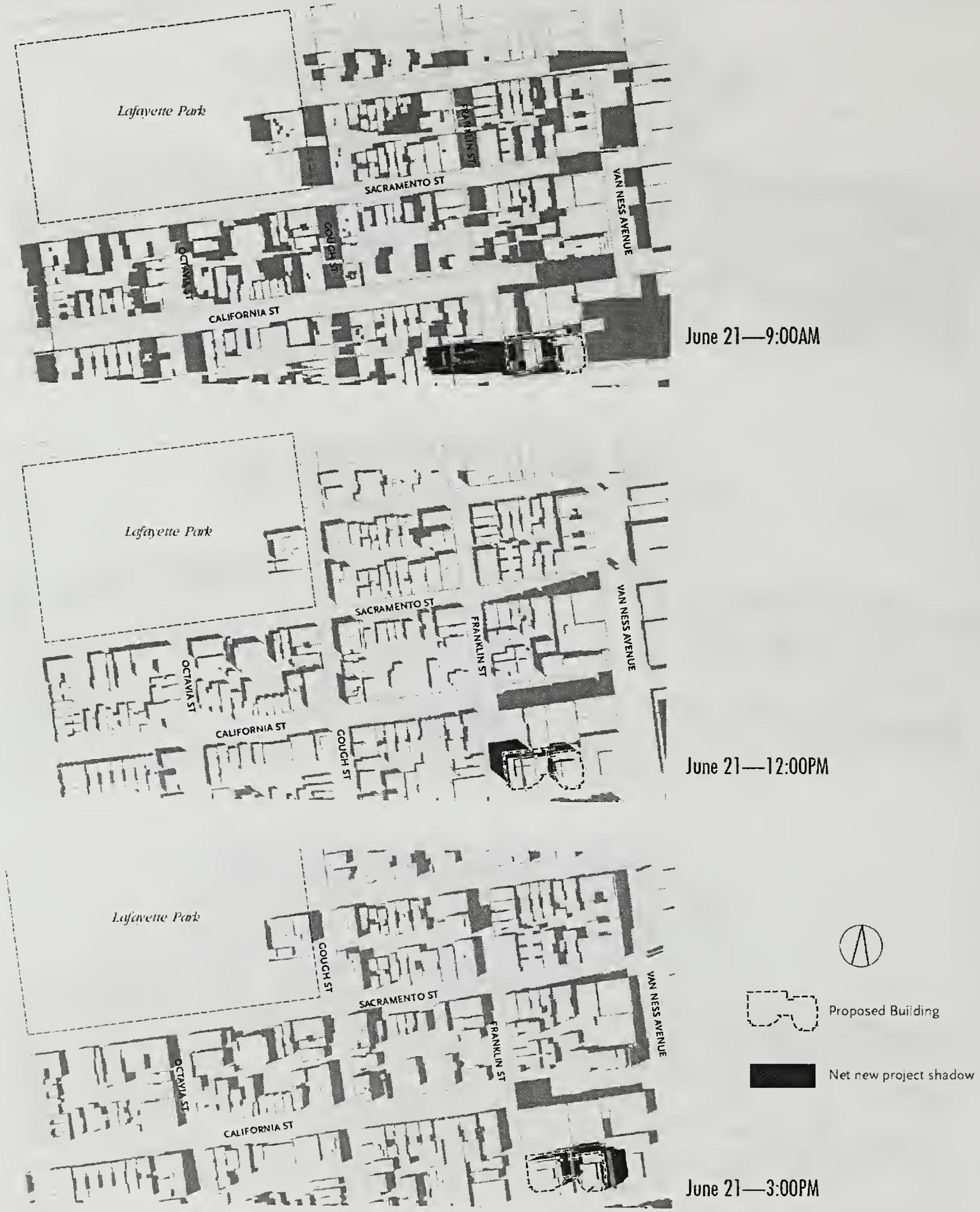
March 21—12:00PM

March 21—3:00PM

Source: Chuck Bennett, ESA

12808

Proposed Project Shadow: March Figure 30



June 21—9:00AM

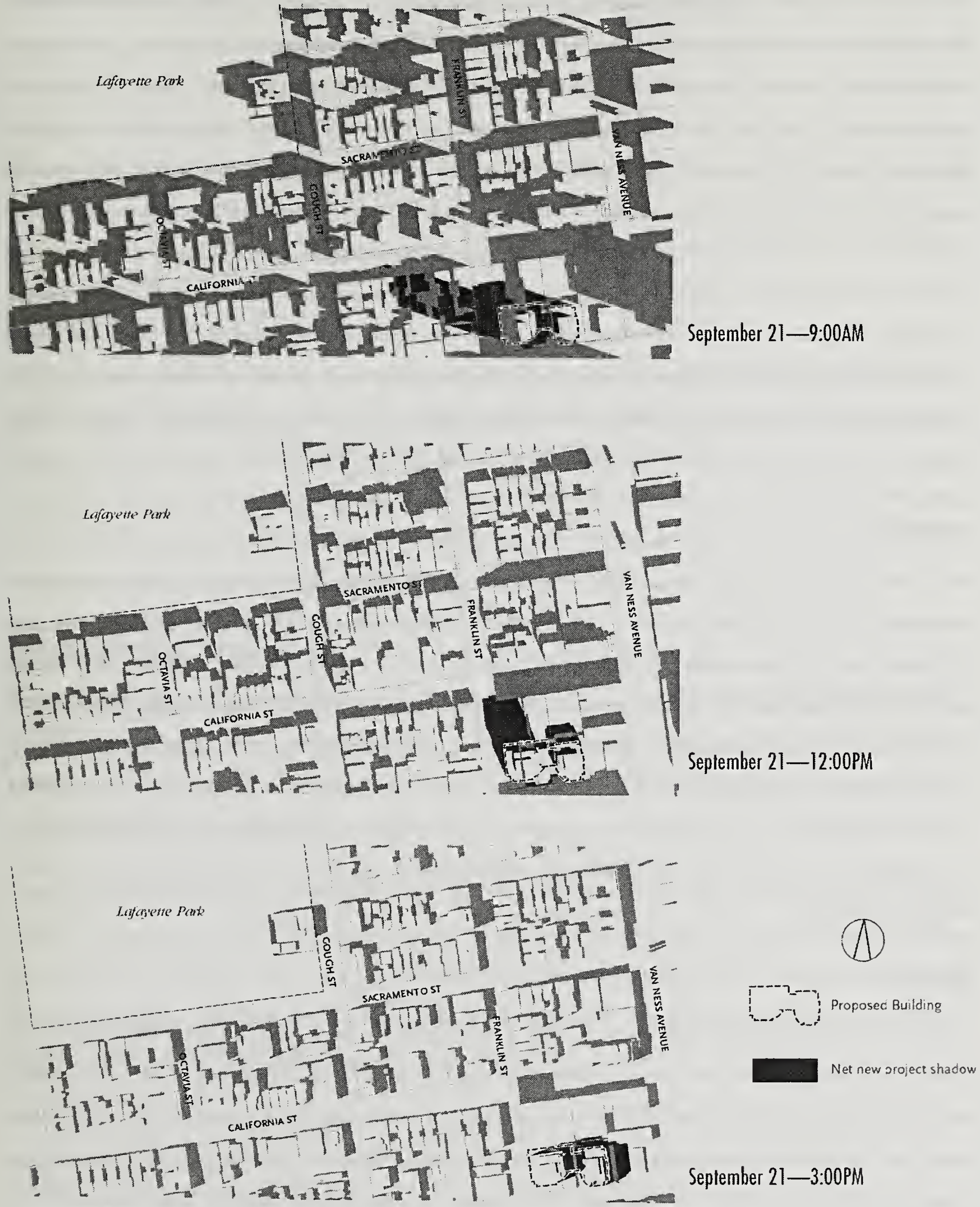
June 21—12:00PM

June 21—3:00PM

Source: Chuck Bennett, ESA

12/8/08

Proposed Project Shadow: June Figure 31



September 21—9:00AM

September 21—12:00PM

September 21—3:00PM

Source: Chuck Bennett, ESA

12808

Proposed Project Shadow: September Figure 32 shadow would extend across the Franklin/California intersection and slightly north on Franklin Street to the buildings in the block beyond. Other times of year at 9:00 a.m., project shadow would be contained to Franklin Street, between Pine and California streets, and the buildings on the block west of the project block. At noon throughout the year (except at noon on December 21) net new shadows would shade a portion of Franklin Street and its sidewalk, but not extend to the buildings of the block to the west. At noon on December 21, project shadow would extend across the project block to the north, across California Street to the church building on the northeast corner of the Franklin/California intersection. At 3 p.m., net new afternoon shadows would be contained to a small central and eastern portion of the project block for the most part. The exception would be December 21, when project shadows would extend diagonally to the northeast and shade small areas of Van Ness Avenue and California Street and their sidewalks as well as some buildings in the block beyond, and end on a small sliver of Sacramento Street.

DECEMBER 21

As shown in Figure 29, page 130, at 9:00 a.m. on December 21, the proposed project would cast shadows diagonally to the northwest on the supermarket's surface parking lot on the project block, the California/Franklin intersection, Franklin Street north of the intersection, and the buildings of the block beyond. The shadow cast at this time would be the maximum length of all the times studied. At noon, the proposed project would shade the supermarket on the project block to the north, and the church across California Street. At 3:00 p.m., the proposed project would cast shadows diagonally to the northeast on existing buildings in the northeast quadrant of the project block, some small spots on Van Ness Avenue and California Street and their sidewalks, and on buildings in the block beyond, ending on a sliver of Sacramento Street.

MARCH 21

At 9:00 a.m. on March 21, the proposed project would create net new shadow along the sidewalk and portions of Franklin Street, between Pine Street and California Street, and buildings on the block west of the project block (Figure 30, page 131). At noon, the project would also shade a small portion of Franklin Street and its sidewalks and the southwest corner of the supermarket's parking lot on the northwest corner of the project block. At 3:00 p.m., the proposed project would shade a small portion of the supermarket immediately north and slightly east of the proposed building, but would not extend to the edge of the project block.

JUNE 21

At 9:00 a.m. on June 21, the proposed project would create new shadow on a portion of Franklin Street between Pine and California streets, including the sidewalks, and some of the buildings in the block west of the project site (Figure 31, page 132). At noon, the proposed building would cast net new shadow on a small portion of Franklin Street and its sidewalks in mid-block between Pine and California streets, and on a small area on the southwest corner of the supermarket's parking lot. At 3:00 p.m., the proposed building would shade a small area of the gas station next to the project site to the east.

SEPTEMBER 21

At 9:00 a.m. on September 21, the proposed project would create new shadow on most of Franklin Street and its sidewalks between Pine and California streets (Figure 32, page 133). At noon, the project would shade most of the supermarket's parking lot to the north of the proposed building and the eastern portion of Franklin Street and its sidewalk south of California Street. At 3:00 p.m., the proposed new building would shade the central part of the project block and its shadow would not extend to the project block's northern or eastern boundaries.

CONCLUSION: PROJECT SHADOW

The project would cast the maximum net new shadow at 9:00 a.m. on December 21 and September 21. The proposed project's new shadow would not reach Lafayette Park. The proposed project would not create net new shadow on any public open space subject to *Planning Code* Section 295, and therefore, would not have a significant shadow impact.

Other projects proposed and approved in the surrounding area would cast new shadows. Individual projects would be or would have been required to demonstrate that they would not shade any open space subject to *Planning Code* Section 295. Together with the shadow of the proposed project the cumulative shadow effects of the new potential projects would not result in a significant cumulative shadow impact on *Planning Code* Section 295 properties.

G. GROWTH INDUCEMENT

Three conditions can make a project growth inducing: (1) its construction and use would encourage a substantial population increase; (2) it would indirectly stimulate new development that would not occur without the proposed project; (3) it would involve new infrastructure (such as water or sewer utilities) with capacity to serve other projects.

The proposed project at 1634 Pine Street would construct a residential building with two towers containing approximately 283 residential units, 6,380 square feet of ground floor commercial space, and about 317 parking spaces (which include two car-share spaces) for a total of up to approximately 377,815square feet. The proposed project would increase the daily population on the project site to approximately 405 new residents and 16 net new employees. The proposed project would not induce substantial growth or concentration of population beyond that which would have occurred without the project because the current strong demand for housing in San Francisco would exist in any case. Some project residents may move to San Francisco from other parts of the Bay Area to be closer to their employment. To the extent this occurs, the proposed project would reduce commuting. The proposed project would be in a highly developed area where public utilities and services are already provided or planned, and the proposed project would not provide new infrastructure that would increase existing utility service capacity. For these reasons, the proposed project would not cause significant growth-inducing impacts.

IV. MITIGATION AND IMPROVEMENT MEASURES

In the course of project planning and design and environmental analysis, measures have been identified that would reduce or eliminate potentially significant environmental impacts of the proposed project. Decision-makers would require mitigation measures identified in this EIR and in the Initial Study as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record. Implementation of some measures may be the responsibility of public agencies. Additionally, improvement measures have been identified that would further reduce already less-than-significant impacts.

Measures discussed below are divided into two categories: (A) mitigation measures that would avoid or reduce potentially significant impacts; and (B) improvement measures proposed to lessen project effects that are not considered significant impacts.

Each mitigation measure is discussed below. Measures from the Initial Study (see Appendix A) proposed as part of the proposed project are indicated with an asterisk (*).

The project sponsor has agreed to implement the mitigation measures in Chapter IV: Mitigation and Improvement Measures Proposed to Minimize the Potential Adverse Impacts of the Project in an agreement dated December 31, 2008.[59]

A. MITIGATION MEASURES

* Mitigation Measure 1

CONSTRUCTION AIR QUALITY

Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998-2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

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[59] This mitigation agreement is on file and available for public review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Project File No. 2004.0764E.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose and throat. Demolition, excavation, grading and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

The project sponsor and the contractor responsible for construction activities at the project site shall use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement.

During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

For projects over one half-acre, the Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Health Department. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement.

Site-specific Dust Control Plans shall require the project sponsor to: submit of a map to the Director of Health showing all sensitive receptors within 1000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and to sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.

These regulations and procedures set forth by the San Francisco Building Code would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

* Mitigation Measure 2[60]

HAZARDOUS MATERIALS (CONTAMINATED SOIL)

Step 1: Preparation of Site Mitigation Plan

If, based on the results of the soil tests conducted, the San Francisco Department of Public Health (SFDPH) determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, the SFDPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the SFDPH, the SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the SFDPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 2: Handling, Hauling, and Disposal of Contaminated Soils

(a) Specific Work Practices: If, based on the results of the soil tests conducted, the SFDPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, State, and federal regulations) when such soils are encountered on the site. If there are excavated materials containing over one percent friable asbestos, they would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

(b) Dust Suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

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[60] This mitigation measure has been revised from the Initial Study due to additional hazardous materials studies and further review of the documents by the Department of Public Health

(c) Surface Water Runoff Control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) Soils Replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) Hauling and Disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 3: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to the SFDPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

* Mitigation Measure 3

HAZARDS (PCBS AND MERCURY)

The project sponsor would ensure that building surveys for PCB- and mercury-containing equipment (including elevator equipment), hydraulic oils, fluorescent lights are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.

* Mitigation Measure 4

ARCHEOLOGICAL RESOURCES (TESTING)

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5(a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented, the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soil-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (*Pub. Res. Code* Section 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains, and associated or unassociated funerary objects (*CEQA Guidelines* Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure 5

HISTORIC ARCHITECTURAL RESOURCES

Implementation of this mitigation measure would reduce the impact to historic architectural resources, but not to a less-than-significant level. Therefore, impacts related to the demolition of the 1634, 1650, 1656, 1660 and 1670 Pine Street buildings (Lots 007, 008, 009, 010, 011, and 011a) would remain substantially adverse. In order to partially offset the loss of the buildings, the project sponsor shall, at a minimum, ensure that a complete survey meeting the standards of the Historic American Building Survey (HABS) is undertaken prior to demolition. This survey shall be completed in accordance with HABS level II documentation standards.

- Prior to demolition, the project sponsor shall provide adequate documentation of the existing buildings. The documentation shall be submitted to the City and County of San Francisco Planning Department and found to be adequate prior to authorization of any permit that may be required for demolition of the buildings. In addition, the project sponsor shall prepare and transmit the photographs and descriptions of the property to the History Room of the San Francisco Public Library and the NWIC of the California Historic Information Resource System. The documentation shall include:
    - A video documentary of each property.
    - Photo-documentation of each property to HABS Standards. The standard size of negatives and transparencies (and accompanying prints) are 5-by-7 inches. Other large-format sizes such as 4-by-5 inches and 8-by-10 inches are also acceptable for formal documentation. Roll film, film packs, and electronic manipulation of images are not acceptable.
    - Images must be fully identified with the name and location of the structure, a description of the feature or view being photographed, and the direction in which the photograph was taken, as well as the name of the photographer and the date created.

- Black and white, 35 millimeter photographs of the interior and exterior of the buildings. Negatives and 5-by-7 inch prints should be processed to meet archival requirements (i.e., negatives must be on safety film only; resin-coated paper is not accepted).
- As-built drawings of the buildings, produced to HABS and Historic American Engineering Record Standards.
- The available original plans of the buildings shall be included as part of the documentation. All drawings and site plans shall be appropriate conserved at the site or at a qualified repository.

Additional mitigation could include integrating façades of the existing buildings into the new building base.

No further mitigation is feasible for impacts related to demolition of the buildings, due to the limited options available when demolition is proposed.

Mitigation Measure 6

Due to the potential for design features of the proposed building to affect ground-level wind speeds, the project sponsor shall test the final design of the project as proposed to the Planning Commission for approval in a wind tunnel in order to identify any exceedances of the wind hazard criterion that would result from construction of the building as proposed. If any wind hazard level exceedances are found, the building design shall be modified in a manner that would demonstrably eliminate any such wind hazard exceedances.

B. IMPROVEMENT MEASURES

Improvement measures diminish effects of the project that were found through the environmental analysis to be less-than-significant effects. These measures are listed below.

Improvement Measure 1

PARKING

As an improvement measure to reduce the proposed project's parking demand and parking shortfall, and to encourage use of alternative transportation modes, the project sponsor could provide a transportation insert for the move-in packet that would provide information on transit service (Muni and BART lines, schedules and fares), information on where FastPasses could be purchased, and information on the 511 Regional Rideshare Program. The project sponsor could "unbundle" parking spaces from the sale or rental price of the residential units in order to provide a financial incentive for car-free living.

Improvement Measure 2

CONSTRUCTION

Any construction traffic occurring between 7:00 and 9:00 a.m. or between 3:30 and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. An improvement measure limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by DPT) would minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.

The Project Sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni, the Planning Department and other City agencies to determine feasible measures to reduce traffic congestion during construction of the proposed project. The temporary parking demand by construction workers would need to be met on-site, on-street or within other off-street parking facilities.

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V. OTHER CEQA ISSUES

This chapter discusses other CEQA-required topics, including significant impacts and unavoidable environmental effects of the proposed project, areas of controversy and issues to be resolved, and greenhouse gases.

A. SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

The proposed project, with mitigation and improvement measures, would have the following four unavoidable significant impacts.

1. The proposed project would be approximately 110 feet higher than the existing height limit on the project site and surrounding properties. This would result in a significant land use impact. The alternatives to the proposed project described on the following pages would avoid this impact, but none of the alternatives would achieve the project sponsor's objectives.
2. The proposed project would have a significant impact on the existing character of the neighborhood.
3. The project as proposed would have a significant impact on Van Ness Avenue north-bound transit lines during the p.m. peak hour (5:00 to 6:00 p.m.). No Mitigation Measure has been identified that would reduce the impact. The No Project Alternative and the Preservation Alternative would avoid this impact, but neither alternative would achieve the project sponsor's objectives.
4. The Planning Department has determined that the five existing buildings at 1634, 1650, 1656, 1660 and 1670 Pine Street are individually eligible for the California Register, and thus are historical resources. Because the five buildings are considered historical resources for CEQA purposes, demolition of these buildings would be a substantial adverse impact. Mitigation Measure 5, delineated in this EIR, would reduce the impact's severity, but not to a less-than-significant level. The No Project Alternative and the Preservation Alternative (described on the following pages and on pages 167 to 169, and 171 to 173, respectively) would avoid this impact, but neither alternative would achieve the project sponsor's objectives.
5. Demolition of the five existing buildings on the project site, which are historical resources, would remove essential features, spatial relationships, and an intact row of historic architectural structures that contribute to the definition and character of the potential automotive-themed historic district. Their removal would compromise the integrity of the potential historic district, and demolishing the buildings would be a significant cumulative impact.

6. The project could result in a potential hazardous wind condition that may exceed the wind hazard criterion of 36 mph. Implementation of Mitigation Measure 6, delineated in this EIR (pages 22 and 146) would reduce any such wind hazard exceedances to a less-than-significant level.

Should the Planning Commission approve the project as proposed, it would be required to make findings that although the proposed project would result in significant adverse impacts on land use, transit and historical resources, the economic, legal, social, technological or other benefits of the proposed project outweigh the significant adverse environmental impacts of the project (Statement of Overriding Considerations; CEQA Guidelines Section 150593).

With implementation of the mitigation measures outlined in Chapter IV: Mitigation and Improvement Measures of this report, all other potential significant impacts would be reduced to a less-than-significant level.

B. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IF THE PROJECT IS IMPLEMENTED

A Draft EIR must identify significant irreversible environmental changes associated with the implementation of a project if the following would occur:

- the project would involve a large commitment of non-renewable resources;
- the primary and secondary impacts of a project would generally commit future generations to similar uses (e.g., a highway providing access to a previously remote area);
- the project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- the project would wastefully consume resources, such as energy.

The implementation of this project, as discussed in this EIR, would intensify the development of the project site. This development would be consistent with the development of the urban area in which the project is located. The *General Plan* directs development to areas in the city that are transit- and pedestrian-accessible, like the project site, to minimize the impact of that development and conserve natural resources to the greatest extent possible. The proposed project would comply with all applicable water and energy use regulations, and the *Initial Study* concluded that the construction and operation of the proposed project would not use water or energy in an atypical or wasteful manner, and would not result in the use or degradation of a significant amount of water or natural resources such as energy or minerals (Appendix A pages 58 and 66). Other building materials, such as lumber, concrete, sand and gravel, asphalt, masonry, and metals, could be used in construction of the proposed project, but the amount used would not be considered a large commitment of non-renewable or slowly renewable resources.

If the proposed project is approved and developed, at some future date it could be demolished. Although development of the proposed project would be difficult to change in the near term, development of the proposed project would not be irreversible, and would not commit future generations to similar uses.

The proposed project would be required to comply with the *2001 San Francisco Building Code*, which is consistent with the *1997 Uniform Building Code* and the *2001 California Building Code*, or the most up-to-date code at the time of construction, to reduce seismic risks to a less-than-significant level.

C. "GREENHOUSE GAS" EMISSIONS

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction and operational phases. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. (Ozone—not directly emitted, but formed from other gases—in the troposphere, the lowest level of the earth's atmosphere, also contributes to the retention of heat.) While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Carbon dioxide is the "reference gas" for climate change, meaning that emissions of GHGs are typically reported in "carbon dioxide-equivalent" measures. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs, with much greater heat-absorption potential than carbon dioxide, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.[61] Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The California Energy Commission (CEC) estimated that in 2004 California produced 500 million gross metric tons (about 550 million U.S. tons) of carbon dioxide-equivalent GHG emissions.[62] The CEC found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent and industrial sources at 13 percent.[63] In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of the Bay Area's GHG emissions, accounting for just over half of the Bay Area's 85 million tons of GHG emissions in 2002. Industrial and commercial sources were the second largest contributors of GHG emissions with about one-fourth of total emissions. Domestic sources (e.g., home water heaters, furnaces, etc.) account for about 11 percent of the Bay Area's GHG emissions, followed by power plants at 7 percent. Oil refining currently accounts for approximately 6 percent of the total Bay Area GHG emissions.[64]

STATEWIDE ACTIONS

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.[65]

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

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[61] California Air Resources Board (ARB), 2006a. Climate Change website (http://www.arb.ca.gov/cc/120106workshop/intropres12106.pdf) accessed December 4, 2007.

[62] Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

[63] California Energy Commission, Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 -Final Staff Report, publication # CEC-600-2006-013-SF, December 22, 2006; and January 23, 2007 update to that report. Available on the internet at: http://www.arb.ca.gov/cc/ccei/emsinv/emsinv.htm.

[64] BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2002*, November 2006. Available on the internet at: http://www.baaqmd.gov/pln/ghg_emission_inventory.pdf.

[65] California Air Resources Board (CARB), *Climate Change Draft Scoping Plan: A Framework for Change*, June 2008 Discussion Draft. Available on the internet at: http://www.climatechange.ca.gov/index.php. Accessed July 29, 2008.

AB 32 establishes a timetable for the CARB to adopt emission limits, rules, and regulations designed to achieve the intent of the Act. CARB staff is preparing a scoping plan to meet the 2020 GHG reduction limits outlined in AB 32. In order to meet these goals, California must reduce their GHGs by 30 percent below projected 2020 business as usual emissions levels, or about 10 percent from today's levels. In June 2008, CARB released their Draft Scoping Plan, which estimates a reduction of 169 million metric tons of CO_2-eq ($MMTCO_2$-eq). Approximately one-third of the emissions reductions strategies fall within the transportation sector and include the following: California Light-Duty Vehicle GHG standards, the Low Carbon Fuel Standard, Heavy-Duty Vehicle GHG emission reductions and energy efficiency, and medium and heavy-duty vehicle hybridization, high speed rail, and efficiency improvements in goods movement. These measures are expected to reduce GHG emissions by 60.2 $MMTCO_2$-eq. Emissions from the electricity sector are expected to reduce another 49.7 $MMTCO_2$-eq. Reductions from the electricity sector include building and appliance energy efficiency and conservation, increased combined heat and power, solar water heating (AB 1470), the renewable energy portfolio standard (33 percent renewable energy by 2020), and the existing million solar roofs program. Other reductions are expected from industrial sources, agriculture, forestry, recycling and waste, water, and emissions reductions from cap-and-trade programs. Local government actions and regional GHG targets are also expected to yield a reduction of 2 $MMTCO_2$-eq.[66] Measures that could become effective during implementation pertain to construction-related equipment and building and appliance energy efficiency. Some proposed measures will require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA). Applicable measures that are ultimately adopted will become effective during implementation of the proposed project and the proposed project could be subject to these requirements, depending on the proposed project's timeline.

LOCAL ACTIONS

San Francisco has a history of environmental protection policies and programs aimed at improving the quality of life for San Francisco's residents and reducing impacts on the environment. The following plans, policies and legislation demonstrate San Francisco's continued commitment to environmental protection.

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[66] Ibid.

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy which added Section 16.102 to the City Charter, with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors approved the Sustainability Plan for the City and County of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Gas Emissions.[67] The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG reduction target. Although the Board of Supervisors has not formally committed San Francisco to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan, hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particle matter (PM, or soot) than the buses they replace, they produce 40 percent less oxides of nitrogen (NOx), and they reduce GHGs by 30 percent.

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[67] San Francisco Department of the Environment and San Francisco Public Utilities Commission, *Climate Action Plan for San Francisco*, Local Actions to Reduce Greenhouse Emissions, September 2004.

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the Environment code, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council.

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its' waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 69 percent of discarded material.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. This ordinance applies to all construction, demolition and remodeling projects within the City.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City GHG emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following GHG emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City GHG emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City's applicable elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Go Solar SF. On July 1, 2008, the San Francisco Public Utilities Commission (SFPUC) launched their "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system, and more to those qualifying as low-income residents.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000 square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO_2 emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and storm water by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by $200 million, reducing automobile trips by 540,000, and increasing green power generation by 37,000 megawatt hours.[68]

The Green Building Ordinance also continues San Francisco's efforts to reduce the City's GHG emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City's 2004 Climate Action Plan. In addition, by reducing San Francisco's emissions, this ordinance also furthers the State's efforts to reduce GHG emissions statewide as mandated by the California Global Warming Solutions Act of 2006.

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments and City contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags.

The San Francisco Planning Department and Department of Building Inspection have also developed a streamlining process for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED® Gold Certification.

The City's *Planning Code* reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies. At the same time, there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Better Streets Plan that would improve streetscape policies throughout the City, the Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options. The City also provides incentives to City employees to use alternative commute modes and the City recently introduced legislation that would require almost all employers to have comparable programs.

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[68] These findings are contained within the final Green Building Ordinance, signed by the Mayor August 4, 2008.

Each of the policies and ordinances discussed above include measures that would decrease the amount of GHGs emitted into the atmosphere and decrease San Francisco's overall contribution to climate change.

IMPACTS

Although neither the Bay Area Air Quality Management District (BAAQMD) or any other agency has adopted significance criteria for evaluating a project's contribution to climate change, the Office of Planning and Research (OPR) has asked the California Air Resources Board to "recommend a method for setting thresholds of significance to encourage consistency and uniformity in the CEQA analysis of GHG emissions" throughout the state because OPR has recognized that "the global nature of climate change warrants investigation of a statewide threshold for GHG emissions."[69] In the interim, on June 19, 2008, OPR released a Technical Advisory for addressing climate change through CEQA review. OPR's technical advisory offers informal guidance on the steps that lead agencies should take to address climate change in their CEQA documents, in the absence of statewide thresholds. OPR will develop, and the California Resources Agency will certify and adopt amendments to the CEQA guidelines on or before January 1, 2010, pursuant to Senate Bill 97.

The informal guidelines in OPR's technical advisory provide the basis for determining proposed project's contribution of GHG emissions and the project's contribution to global climate change. In the absence of adopted statewide thresholds, OPR recommends the following approach for analyzing GHG emissions:

1) Identify and quantify the project's GHG emissions;
2) Assess the significance of the impact on climate change; and
3) If the impact is found to be significant, identify alternatives and/ or mitigation measures that would reduce the impact to less than significant levels.

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[69] Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change to the California Environmental Quality Act (CEQA) Review*. June 19, 2008. This document is available online at the Office of Planning and Research's website at: www.opr.gov. Accessed 07/24/2008.

The following analysis is based on OPR's recommended approach for determining a project's contribution to and impact on climate change.

Identifying and quantifying a project's GHG emissions. OPR's technical advisory states that "the most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide." State law defines GHG to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project; however, the GHG calculation does include emissions from CO_2, N_2O, and CH_4, as recommended by OPR. The informal guidelines also advise that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water usage and construction activities. The calculation presented below includes construction emissions in terms of CO_2[70], and annual CO_2-eq GHG emissions from increased vehicular traffic, energy consumption, as well as estimated GHG emissions from solid waste disposal. While San Francisco's population and businesses are expected to increase, overall projected water demand for San Francisco in 2030 is expected to decrease from current water demand due to improvements in plumbing code requirements and additional water conservation measures implemented by the San Francisco Public Utilities Commission (SFPUC).[71] Given the anticipated degree of water conservation, GHG emissions associated with the transport and treatment of water usage would similarly decrease through 2030. Therefore, increased GHG emissions from water usage is not expected.

The proposed project would increase activity on the site by demolition of five existing buildings and a surface parking lot and construction of a 283-unit residential building with approximately 6,380 square feet of ground floor restaurant/commercial use. For the purposes of GHG analysis, we consider the buildings on the site to be vacant. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of traffic increases (mobile sources) and residential and commercial operations associated with heating, energy use, water usage and wastewater treatment, and solid waste disposal (area sources). Construction of the proposed project would emit 1,146 tons CO_2-eq.[72] Direct project emissions of carbon dioxide equivalents (CO_2-eq) (including CO_2, NO_x, and CH_4 emissions) include 2,206 tons of CO_2-eq/year from transportation, and 837 tons of CO_2-eq/year from heating, for a total of 3,043 tons of CO_2-eq/year of project-emitted GHGs. The project would also indirectly result in GHG emissions from off-site electricity generation at power plants (approximately 553 tons of CO_2-eq/year) and from anaerobic decomposition of solid waste disposal at landfills, mostly in the form of methane (approximately 231 tons of CO_2-eq/year), for a GHG emissions total of approximately 3,827 tons of CO_2-eq/year.

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[70] Construction emissions of carbon dioxide (CO_2) were calculated based on URBEMIS 2007 9.2.4 software. Attachment 2 of the Office of Planning and Research's *Technical Advisory- CEQA and Climate Change: Addressing Climate Change to the California Environmental Quality Act (CEQA) Review*, (June 19, 2008) lists and describes modeling tools used to calculate greenhouse gas emissions. URBEMIS is currently the only tool identified that has the capacity to calculate a project's CO_2 emissions from construction activities. It does not, however, calculate emissions from N_2O or CH_4, nor does any other modeling tool currently available. However emissions of these compounds would be a fraction of the total greenhouse gas emissions and therefore CO_2 is used as an indicator to estimate the construction-related emissions of the proposed project.

[71] The San Francisco Public Utilities Commission's (SFPUC) *City and County of San Francisco Retail Water Demands and Conservation Potential*, November 2004, documents the current and projected water demand given population and housing projections from Citywide Planning. This document is available at the SFPUC's website at: http://sfwater.org/detail.cfm/MC_ID/13/MSC_ID/165/C_ID/2281. Accessed 07/28/2008. The analysis provides projections of future (2030) water demand given anticipated water conservation measures from plumbing code changes, measures the SFPUC currently implements, and other measures the SFPUC anticipates on implementing. Conservation measures the SFPUC currently implements results in an overall reduction of 0.64 million gallons of water per day (mgd).

Assessing the significance of the impact on climate change. The project's incremental increases in GHG emissions associated with construction, traffic increases and residential/commercial heating, electricity use, and solid waste disposal would contribute to regional and global increases in GHG emissions and associated climate change effects.

OPR encourages public agencies to adopt thresholds of significance, but notes that public agencies are not required to do so. Until a statewide threshold has been adopted, the Department analyzes a proposed project's contribution to climate change against the following significance criteria:

1) Does the project conflict with the state goal of reducing GHG emissions in California to 1990 levels by 2020, as set forth by the timetable established in AB 32 (California Global Warming Solutions Act of 2006), such that the project's GHG emissions would result in a substantial contribution to global climate change? AND

2) Does the proposed project conflict with San Francisco's Climate Action Plan such that it would impede implementation of the local GHG reduction goals established by San Francisco's Greenhouse Gas Reduction Ordinance?

The 2020 GHG emissions limit for California, as adopted by CARB in December of 2007, is approximately 427 $MMTCO_2$-eq. The proposed project's annual contribution would be 0.0008 percent of this total 2020 emissions limit; and therefore, the proposed project would not generate sufficient emissions of GHGs to contribute considerably to the cumulative effects of GHG emissions such that it would impair the state's ability to implement AB32, nor would the proposed project conflict with San Francisco's local actions to reduce GHG emissions.

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[72] Construction emissions and annual emissions are not intended to be additive as they occur at different points in the project's lifecycle. Construction emissions are one-time emissions that occur prior to building occupancy. Annual emissions are incurred only after construction of the proposed project and are expected to occur annually for the life of the project.

OPR's guidance states that, "Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs; which have adequately analyzed and mitigated GHG emissions to a less-than-significant level as a means to avoid or substantially reduce the cumulative impact of a project." In addition, "In determining whether a proposed project's emissions are cumulatively considerable, the lead agency must consider the impact of the project when viewed in connection with the effects of past, current and probable future projects."

As discussed previously, San Francisco has been actively pursuing cleaner energy, transportation and solid waste policies. In an independent review of San Francisco's community wide emissions it was reported that San Francisco has achieved a 5 percent reduction in communitywide GHG emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a GHG reduction target of 7 percent below 1990 levels by 2012. The "community-wide inventory" includes GHG emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation sources and from building energy sources.

Probable future GHG reductions will be realized by implementation of San Francisco's recently approved Green Building Ordinance. Additionally, the recommendations outlined in the Draft AB 32 Scoping Plan will likely realize major reductions in vehicle emissions.

Further, the State of California Attorney General's office has compiled a list of GHG reduction measures that could be applied to a diverse range of projects.[73] The proposed project would meet the intent of many of the GHG reduction measures identified by the Attorney General's office: (1) As infill development, the project would be constructed in an urban area with good transit access, reducing vehicle trips and vehicle miles traveled, and therefore the project's transportation-related GHG emissions would tend to be less relative to the same amount of population and employment growth elsewhere in the Bay Area, where transit service is generally less available than in the central city of San Francisco;[74] (2) As new construction, the proposed project would be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, helping to reduce future energy demand as well as reduce the project's contribution to cumulative regional GHG emissions; and (3) the proposed project would also be required to comply with the Construction Demolition and Debris Recovery Ordinance (Ordinance No. 27-06), requiring at least 65 percent of all construction and demolition material to be diverted from landfills.

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[73] State of California, Department of Justice, "The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level." Updated 3/11/08. Available at: http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf. Accessed April 11, 2008.

[74] The California Air Pollution Control Officer's, *CEQA and Climate Change* (January 2008) white paper identifies infill development as yielding a "high" emissions reduction score (between 3-30%). This paper is available online at:

Given that: (1) the proposed project would not contribute significantly to global climate change such that it would impede the State's ability to meet its GHG reduction targets under AB 32, or impede San Francisco's ability to meet its GHG reduction targets under the Greenhouse Gas Reduction Ordinance; (2) San Francisco has implemented programs to reduce GHG emissions specific to new construction and renovations of residential and commercial developments; (3) San Francisco's sustainable policies have resulted in the measured success of reduced GHG emissions levels, and (4) current and probable future state and local GHG reduction measures will continue to reduce a project's contribution to climate change, the proposed project would not contribute significantly, either individually or cumulatively, to global climate change.

D. TOXIC AIR CONTAMINANTS

The California Air Resources Board (CARB) established its statewide comprehensive air toxics program in the early 1980s. CARB created California's program in response to the Toxic Air Contaminant Identification and Control Act (AB 1807, Tanner 1983) to reduce exposure to air toxics. CARB identifies 244 substances as Toxic Air Contaminants (TACs) that are known or suspected to be emitted in California and have potential adverse health effects. Public health research consistently demonstrates that pollutant levels are significantly higher near freeways and busy roadway and human health studies demonstrate that children living within 100-200 meters of freeways or busy roadways have poor lung function and more respiratory disease; both chronic and acute health effects may result from exposure to TACs. In 2005, CARB issued guidance on preventing roadway related air quality conflicts, suggesting localities "avoid siting new sensitive land uses within 500 feet of a freeway [or other] urban roads with volumes of more than 100,000 vehicles/day."[75] However, there are no existing federal or state regulations to protect sensitive residential uses from roadway air pollutants.

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http://www.capcoa.org/ceqa/CAPCOA%20White%20Paper%20-%20CEQA%20and%20Climate%20Change.pdf. Accessed April 15, 2008.

[75] CARB (California Air Resources Board). 2005 Air Quality and Land Use Handbook: A Community Health Perspective. Available: http://www.arb.ca.gov/ch/landuse.htm.

The San Francisco Department of Public Health (DPH) has issued guidance for the identification and assessment of potential air quality hazards and methods for assessing the associated health risks.[76] Consistent with CARB guidance, DPH has identified that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 500-foot) radius of any boundary of the project site that experiences 100,000 vehicles per day. The project site, at 1634 Pine Street Street, is located within 500 feet of roadways with traffic in excess of 100,000 vehicles per day. The major roadways within 500 feet of the project site include Van Ness Avenue, Franklin Street, and Gough Street, which carry approximately 218,040 vehicles/day.[77]

Results of the air quality modeling by DPH indicated that the proposed project would be about 0.17 micrograms per cubic meter at the Pine and Franklin Streets corners and would be below the action level of 0.2 micrograms per cubic meter recommended in the DPH's *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidelines for Land Use Planning and Environmental Review.*[78] Hence, there would be less-than-significant effects on project residents/occupants for TACs.

E. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Draft EIR focuses on land use, transportation/circulation, historical architectural resources, wind, and shadow impacts. Aesthetic issues are discussed for informational purposes. The Initial Study (see Appendix A) found that land use impacts would be less than significant; however, in the interim between publication of the Initial Study and this EIR, the Planning Department staff determined that land use impacts would be significant because the project, as proposed, would conflict with land use regulations and policies, and have a significant impact upon the existing character of the project vicinity. The Initial Study found that all other environmental effects would be less than significant; in some cases, with required mitigation measures to which the project sponsor agreed.

On April 7, 2007, the Planning Department issued a "Notice of Preparation of an Environmental Impact Report." Individuals and agencies that received these notices included owners of properties within 300 feet of the project site, tenants of the project site, tenants of properties adjacent to the project site, and other potentially interested parties, including various regional and state agencies. In response to the notice, the public expressed concerns about the proposed project, which are listed below. Topics are discussed on the pages indicated in parentheses where appropriate; however in some cases the comments expressed concern about topics that are beyond the purview of CEQA analysis. In such cases, many of the concerns may be analyzed as part of the PUD/Conditional Use Authorization process by the Planning Commission and/or project review by the Planning Department staff.

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[76] San Francisco Department of Public Health. *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 6, 2008. This document is available for download on the DPH website.

[77] State of California, Environmental Health Investigations Branch, California Environmental Health Tracking Program Distance-Weighted Traffic Volume Tool. Accessed online at http://www.ehib.org/traffic_tool.jsp on September 25, 2008.

[78] Thomas H. Rivard, Senior Environmental Health Specalist DPH EHS,Letter to Stu During, December 5, 2008. This letter is available for public review by appointment as part of Project File No. 2004.0764E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

- Discussion of the volume of a possible garage egress control beeper. (The Initial Study, Appendix A, pages A-37 to A-39, found the proposed project's noise effects to be less-than-significant. Therefore, further discussion of noise effects is not included in this EIR.)
- Whether sufficient affordable housing is included in the proposed project (see discussion under Project Description, pages 33 and 49 related to Section 315).
- Appropriateness of the zoning map Height and Bulk reclassification, and the applicability of a PUD to the proposed project (see Project Approval Requirements, page 50).
- The validity of the description in the Initial Study that the vicinity "can be characterized by large ... and mid-rise ... buildings punctuated by more prominent buildings" (see Land Use Setting, pages 54 to 56, and Visual Quality Setting and Visual Character of the Surrounding Neighborhood, pages 67 to 76).
- A request for identification of the nearest 240-G Height and Bulk District (see page 58 under Existing Project Site Zoning for a discussion of existing Height and Bulk Districts within a four block radius, and Figure 16, page 59).
- The relationship of the proposed project's zoning reclassification to existing Height and Bulk zones in the area (see discussion under the San Francisco Planning Code header, page 56 to 58).
- A request was made for a discussion of the proposed height of the project in the context of *General Plan* policies. Concern was expressed that the "spot zoning" represented by the proposed project renders area plans meaningless (see the discussion regarding consideration of *General Plan* policies separate from the environmental review process, under *General Plan* Objectives, page 58).
- Conformance or non-conformance with plans and policies, particularly the *Van Ness Avenue Area Plan* (see discussion under the General Plan Objectives header, pages 58 to 63).
- Consistency of the project with the existing character of the neighborhood (see Land Use Impact Analysis, pages 64 to 66 and Aesthetic Effects, pages 77 to 79).
- The conclusion that the proposed project would have no significant visual quality impact (see Aesthetic Effects, pages 77 to 79).
- A preference was expressed for less bulk and taller, more slender towers (see discussion under Aesthetic Effects of the project's proposed bulk and design on page 78).
- The appropriateness of the design of towers abutting open space in a residential neighborhood (see discussion regarding the final architectural design of the proposed project on page 79).
- Inclusion of an analysis of private views (Private Views, page 79)

- The effect of the potential glare of the proposed project on north-facing residences directly south of the site, and the potential hazard the glare poses to automobile traffic on Franklin and Gough streets (Appendix A – Initial Study, page A-29).
- Inclusion of a full study of visual effects. (See the Aesthetics section, beginning on page 67. Additionally, please refer to the Photosimulations that begin on page 68.)
- The increase in population on the site (Appendix A – Initial Study, page 30).
- The impact of the proposed project on traffic network that is already overloaded particularly during rush hour, on Franklin and Pine streets surrounding the grocery garage ingress/egress, and because of bus pickup of ballpark passengers at the California/Van Ness intersection (see Intersection Operations, pages 84 to 85, and Traffic Impacts pages 93 to 96).
- The impact of the proposed project on a transit system that is near capacity in the vicinity (see Transit Network, pages 85 to 89 and Proposed Van Ness Avenue Bus Rapid Transit Project and Transit Impacts pages 96 to 98).
- The impact of the location of the parking garage on traffic in the vicinity (see discussion on garage queues under Traffic Impacts, page 94)
- Traffic impacts on the proposed Van Ness Avenue Bus Rapid Transit (BRT) Project (see 2025 Cumulative Conditions, pages 95 to 96, and Proposed Van Ness Avenue Bus Rapid Transit Project, pages 96 to 97).
- The effects of the proposed project on pedestrians (page 99); loading (pages 100 to 101); and construction traffic impacts (pages 101 to 102).
- A request for a list of landmarks and Victorians in the area (a list of designated landmarks is on page 103; a comprehensive list of non-landmarked Victorians in the area is outside the purview of CEQA analysis) and for the identification of the potential Van Ness Automotive historic district (see discussion under Historic District Potential, pages 112 to 113 and Impact of the Proposed Project on the Potential Historic District, page 115).
- A request for the cumulative square foot loss of automotive service uses citywide over the past decade and its effect on driver behavior in the city. This analysis is beyond the scope of this EIR and is not included here.
- Existing noise levels and the effect of the proposed project's addition to traffic volumes on noise levels in the area (see discussion of noise standards in the Initial Study, Appendix A, page A-37).
- The effect of project construction and project-generated traffic on air quality in the vicinity, particularly on sensitive receptors (Appendix A – Initial Study, page A-40 and the Construction Air Quality Mitigation Measure 1, page 137).
- The effect of the proposed project on wind conditions in the vicinity (see the Wind section of this document, pages 116 to 127).
- The effect of the proposed project on access to sunlight (or shadows), and a request for an analysis of the proposed project's shadows on private properties (see the Shadow section of this document, pages 128 to 135).
- A request for analysis of the existing sewer lines capacity. (The Initial Study, Appendix A, page A-45, found the proposed project's effect on sewer capacity to be less-than-significant. Therefore, analysis of existing sewer capacity is not included in this EIR.)
- The thoroughness of the analysis of the proposed project on the city's existing sewer system (see Appendix A– Initial Study, page A-45).

- The proposed project's effect on migratory bird patterns. (The Initial Study, Appendix A – Initial Study, addressed biological effects, including migratory bird patterns on page A-49 and found them to be less than significant. Therefore, migratory bird patterns are not discussed in this EIR.)
- The proposed building's environmental performance relative to Leadership in Energy and Environmental Design (LEED) certification or any other green building statutes. (The project would be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, requirements of pertinent City ordinances such as the Residential Energy Conservation Ordinance, Greenhouse Gas Reduction Ordinance and any subsequent green design standards or other emission reduction actions implemented by the City applicable to the Project, in furtherance of the San Francisco Climate Action Plan. The Initial Study, Appendix A found the proposed project's effects on energy, water and hazards to be less than significant, pages A-46 and page A-65, respectively.)
- Selection of alternatives and inclusion of a code-conforming alternative (see the Alternatives section, pages 167 to 174, and the code complying Alternative B, pages 169 to 171).
- Concern about project water runoff toward the south. (The Initial Study, Appendix A, page 56), found that stormwater runoff would be a less-than-significant effect and is not discussed further in this EIR.)

With the publication of this Draft EIR, there will be another period of formal public comment on the adequacy of the environmental analysis of the Draft EIR from December 31, 2008 to February 17, 2009. Following the Planning Department's publication and distribution of written responses to all comments received on the Draft EIR, the Planning Commission will render a decision on certification of the Final EIR. Following consideration of the environmental information in a certified Final EIR, and after consideration of community concerns expressed in a subsequent Conditional Use public hearing for the proposed project, the San Francisco Planning Commission (or the Board of Supervisors on appeal) will decide whether to approve the proposed project.

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VI. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Project decision-makers could adopt any of the following alternatives instead of the proposed project if the alternative is feasible, would reduce or eliminate any of the project's significant impacts, and would attain most of the project sponsor's objectives. Decision makers will determine the feasibility of alternatives based on substantial evidence in the record, which shall include, but not be limited to, information presented in this Draft EIR and comments received on it.

Alternatives were selected that would reduce identified impacts of the proposed project. Under the CEQA-required No Project Alternative, there would be no change on the project site. The PUD/No Rezoning Alternative would demolish the 1634, 1650, 1656, 1660, and 1670 Pine Street buildings, but would conform and comply with the current NC-3 District and 130-E Height and Bulk District, thereby developing a project under existing land use controls. The Preservation Alternative would retain and rehabilitate the five buildings on the project site in conformance with the Secretary of Interior's *Standards for the Treatment of Historic Properties*, and construct a new residential-commercial/restaurant building on the existing surface parking lot, thereby avoiding the proposed project's significant adverse historic architectural resource impacts. Decision-makers also could consider other alternatives, but additional environmental assessment may be required if the proposed uses differ substantially from the proposed project or the alternatives identified in this EIR.

A. ALTERNATIVE A: NO PROJECT

The CEQA and the state CEQA Guidelines require EIRs to include a No Project Alternative so decision-makers can compare the effects of the proposed project with the effects of not approving a project.

DESCRIPTION

Alternative A, No Project, would not entail any changes to the site; hence, the site would remain in its existing condition. This alternative would not demolish or otherwise change the existing one one-story and three two-story unreinforced masonry buildings, the existing two-story concrete building, and the surface parking lot at the project site in a way that would compromise the integrity of the buildings' historic architectural resource value. This alternative would not construct the proposed project's 283-unit residential building consisting of a 155-foot-tall, 15-story eastern tower and a 240-foot-tall, 24-story western tower, about 6,380 square feet of ground floor commercial space, and approximately 317 underground parking spaces (including two car-share spaces) in five levels. This alternative, however, would not preclude future proposals for redevelopment of the project site for uses permitted in the NC-3 (Neighborhood Commercial, Moderate-Scale) District or the Automotive Special Use District (SUD), and a building proposal in conformance with the 130-E Height and Bulk District.

In the NC-3 District, residential conversion or demolition is permitted (P) by right on the first floor and requires a Conditional Use Authorization (C) on upper floors. New construction of residential uses of a minimum residential density of one unit per 600 sq.ft. of lot area with a maximum of the closest "R" District is permitted. The NC-3 District allows a wide range of other uses as follows: bars (P), restaurants (P or C depending on type), movie theaters (P), adult entertainment (C), other entertainment (P), financial services (P), medical services (P), personal service (P), business or professional service (P), massage parlors (C), tourist hotels (C), automotive (parking, gas, wash, service station, sales or rental) (C), animal hospital (C), ambulance service (C), mortuary (C), trade shop (P), storage (C), video store (C), administrative service (C), hospital or medical center (C), other institutions (P), medical cannabis dispensary (P), and community residential parking (C).

This analysis assumes that the existing structure and uses would not change.

IMPACTS

This No Project Alternative would avoid all of the proposed project's impacts, including its substantial adverse historic architectural resources, substantial transit impacts, and significant land use impacts. In this scenario, the existing five buildings and surface parking lot on the project site would remain unaltered. In addition to its significant impacts, the proposed project's less-than-significant transportation and circulation (216 net new p.m. peak-hour vehicle-trips, continued LOS C at five of six study intersections and one change from LOS C to D), wind, and shadow impacts examined in this EIR would not occur. With proposed mitigation measures, the proposed project's less-than-significant construction air quality impacts, hazardous materials impacts (contaminated soils, building materials), and potential archeological impacts would not occur. Other less-than-significant effects of the proposed project identified in the Initial Study (Appendix A) would not occur, including the proposed project's effects on aesthetics, population, archeological resources, noise, air quality, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, minerals and energy resources, and agriculture resources. Environmental conditions at the site would remain as described in the Setting sections in Chapter III.

The No Project Alternative would not fulfill the project sponsor's objective of developing the maximum number of one-and two-bedroom units of housing allowed under the PUD provision of the *Planning Code* and creating a two tower design for the project site. If the San Francisco Planning Commission selected this alternative and a different proposal were submitted subsequently for development of all or part of the project site, that proposal would be subject to a separate project-specific CEQA environmental review.

B. ALTERNATIVE B: PLANNED UNIT DEVELOPMENT (PUD) / NO REZONING

DESCRIPTION

Alternative B, PUD/No Rezoning, would demolish the five historic buildings and the surface parking lot, and construct a building in conformity with the current 130-E Height and Bulk District limits, in contrast to the project's approximately 240-foot- and 155-foot-tall towers, neither of which would be in compliance with either the current 130-E height or bulk restrictions. Like the proposed project, the proposed alternative would contain two towers connected by an 18-foot high entrance lobby, but both towers would be 130 feet tall and 15 stories, and there would not be a set back from Pine or Franklin streets. (The proposed project building would have a smaller footprint than this alternative and would be set back from the north property line (the east tower would be set back about 22 feet from Pine Street), The existing NC-3 District zoning would not change. This alternative would use a PUD through Conditional Use Authorization under the *Planning Code* for lots exceeding one-half acre to build to a density of one unit per 125 sq.ft. of lot area, minus one unit, or a maximum of approximately 283 units. Without the PUD, the minimum residential density would be one unit per 600 sq.ft. of lot area and the maximum density would be one unit per 200 sq.ft. of lot area. The unit mix of this alternative may be different than the proposed project (more studios and fewer one-bedrooms). This alternative would have the same 6,380 sq.ft. of ground floor commercial/restaurant space as the proposed project, and similarly, a four-level subterranean parking garage with approximately 317 parking spaces to meet the off-street parking requirements.

At a maximum height of 130 feet, the alternative's east tower would be approximately 25feet shorter than the proposed project's, and its Tower 1 would be 110 feet shorter than the proposed project's.

IMPACTS

The 1634, 1650, 1656, 1660, and 1670 Pine Street buildings are historical resources, as discussed in Chapter III: Environmental Setting and Impact, D. Historical Resources of this EIR. Since the PUD/No Rezoning Alternative would include demolition of the five buildings on the project site, it would result in the same significant adverse historical architectural resource impact as the proposed project.

This alternative would be at the existing height limit and would not have the significant land use impacts related to the height and bulk increases of the proposed project. Like the proposed project, the change with this alternative from low-intensity commercial uses to high-density residential and ground floor commercial/ restaurant land uses would not physically divide the established community, conflict with adopted land use plans, policies and regulations. In addition, this alternative would not substantially and adversely alter the vicinity's character.

The building in the PUD/No Rezoning Alternative would fill the entire project site and would appear more massive at the street level than the proposed project at the street level. This alternative would have no public open space at the ground level because the buildings would not be set back from Pine street, The increase in development density and height would not substantially degrade the existing visual character of the project site or its surroundings. Like the proposed project, this alternative would not block scenic public views or vista.

With the same number of units and the same amount of commercial/restaurant space as the proposed project, this alternative would have the same transportation and circulation effects as the proposed project. Intersection delay at the six study intersections would be the same as the proposed project. All six study intersections would continue to operate at acceptable service levels (LOS D or better). This alternative would have a substantial transit impact, similar to the proposed project, because the trip generation and mode split of this alternative would be similar to that of the proposed project.

The PUD/No Rezoning Alternative would cast a shorter shadow than the proposed project. Like the proposed project, this alternative's shadow would not reach Lafayette Park, and hence its shadow impact would be similar but less than that of the proposed project. Since this alternative building would be 110 feet lower than the proposed project, the wind effects would likely be less than or similar to the proposed project's effects (except for the proposed project's potential hazardous wind conditions at one project site area).

The alternative's archeology, noise (construction and operational), construction air quality, and hazardous materials impacts would be the same or lower than those of the proposed project after the mitigation measures identified in Chapter IV: Mitigation and Improvement Measures, pages 137 to 147, are implemented.

This alternative would have about the same or lower less-than-significant impacts for the other environmental areas that the Initial Study examined: population and housing, noise, air quality (other than construction emissions), recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, energy resources, greenhouse gas emissions, and high volume roadways' pollutants effect on sensitive receptors such as children, the sick, and the elderly.

This PUD/No Rezoning Alternative would not fulfill the project sponsor's objective of developing a tall, two-tower design on the project site.

C. ALTERNATIVE C: PRESERVATION

DESCRIPTION

Alternative C, Preservation, would preserve and rehabilitate the five existing buildings on the project site and construct a new residential building on the 7,562-sq.-ft. surface parking lot at 1690 Pine Street on the northeast corner of the Pine/Franklin intersection.

The new approximately 130-foot-high building would have about 60,500 gross sq.ft. of total floor area and 38 residential units.[79] The lot is smaller than one-half acre and hence would not qualify for a PUD, so the lot would be developed at the density of the nearest "R" District, the RC-4 (Residential Commercial, High Density) District, or one residential unit per 200 sq.ft. of lot area. The ground floor would be used for common building-serving uses (entrance, lobby, elevator, meeting rooms, etc.). After renovation, the approximately 40,000 sq.ft. in the existing five buildings could potentially be used for a range of commercial uses, including traditional office or various retail businesses such as a fitness center or an automotive service business.

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[79] Total square footage estimated from a footprint of 7,562.5 square feet (55 ft. x 137.5 ft. lot) and 8 ten-foot-high floors for a single-tower apartment building. With the density of the nearest "R" District, or one unit per 200 sq.ft. of lot area for the RC4 District, the alternative could build 38 units.

This alternative would have approximately 87 percent fewer residences (38 compared to 283) than the proposed project. The restored buildings on the project site would contain approximately 40,000 sq.ft. of commercial space compared to 6,380 sq.ft. for the proposed project.

IMPACTS

The Preservation Alternative's retention and restoration of the five buildings on the project site to the Secretary of Interior's *Standards for the Treatment of Historic Properties* would avoid the proposed project's significant adverse historic architectural resource impact.

This alternative would not have significant land use impacts as the proposed project would because it would not result in construction of a building that exceeds the existing height and bulk limits, and would be consistent with the physical character of the surrounding area. The addition of a multi-family residential use and ground floor commercial/restaurant land uses would not physically divide an established community, conflict with adopted land use plans, policies and regulations, or substantially and adversely alter the vicinity's character.

The Preservation Alternative would represent a change in the visual character of the project site but with less effect than the proposed project. Like the project, the increase in development density and height on the project site, while noticeable, would not be expected to substantially degrade the existing visual character of the site or its surroundings. The 130-foot-high, single tower building on the corner lot would be lower and less massive in appearance than the proposed project in views of the site. The proposed project's base building and Tower Two would not exist in this alternative. As with the proposed project, this alternative would not block scenic public views or vistas.

The Preservation Alternative would generate approximately 87 percent fewer daily residential vehicle-trips (122 compared to 902) than the proposed project, while the commercial uses would generate about 214 percent more vehicle-trips (2,070 compared to 966) than the proposed project. In total, this alternative would generate about 175 p.m. peak-hour vehicle-trips that would be added to surrounding roadways, or 31 percent fewer trips than the proposed project. Intersection delay at the six study intersections would increase less than with the proposed project, and all six study intersections would continue to operate at acceptable service levels (LOS D or better). In addition, this alternative would not cause a significant transit impact on the north-south Van Ness Avenue transit lines in the project area.

The 110-foot-lower, single tower of this alternative would cast a shorter shadow than the proposed project. Like the proposed project, this alternative's shadow would not reach Lafayette Park and hence, would be less than significant. This alternative's smaller building would generate a lower wind effect than the proposed project's potential significant wind impact.

The Preservation Alternative's archeology, construction and operational noise, construction air quality, and hazardous materials impacts would be the same or lower than those of the proposed project with implementation of the mitigation and improvement measures identified in Chapter IV: Mitigation and Improvement Measures, pages 137 to 147, if implemented.

This alternative would have the same less-than-significant effects or lower effects for the other environmental areas that were examined in the Initial Study, as follows: population and housing, noise (other than construction and operational), air quality (other than construction emissions), recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, energy resources, greenhouse gas emissions, and high volume roadways' pollutant effects on sensitive receptors such as children, the sick and the elderly.

The Preservation Alternative would include rehabilitation of the existing buildings in accordance with the Secretary of Interior's *Standards for the Treatment of Historic Properties,* and thus would avoid the significant adverse historic architectural resource impacts of the proposed project. The Preservation Alternative would be the environmentally superior alternative. However, the Preservation Alternative would not fulfill the project sponsor's objective of developing the maximum number of one-and two-bedroom units of housing allowed under the PUD provision of the *Planning Code* and constructing two towers on the project site.

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VII. EIR AUTHORS, PROJECT SPONSOR'S TEAM, AND PERSONS CONSULTED

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VIII. APPENDICES

Appendix A: Initial Study

Appendix B: Transportation Definitions

Appendix C: Historical Architectural Resources

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Appendix A

Initial Study

PLANNING DEPARTMENT

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April 7, 2007

To Responsible Agencies, Trustee Agencies, and Interested Parties:

**RE: CASE NO. 2004.0764E—1634-1690 PINE STREET MIXED-USE PROJECT
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT**

A Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the above-referenced project described below, has been issued by the Planning Department. An Initial Study has also been prepared to provide more detailed information regarding the proposed project and the environmental issues to be considered in the DEIR. The NOP/Initial Study is either attached or is available upon request from **Tammy Chan**, who can be reached at **(415) 558-5982** or in writing at the above address.* The report may also be reviewed online at ***http://www.sfgov.org/site/planning_index.asp*** (search by 2004.0764E), available after April 9, 2007. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area.

The proposed project consists of six parcels, 1634-1690 Pine Street (Assessor's Block 0647, Lots 7, 8, 9, 10, 11, and 11a). The project would demolish two two-story unreinforced masonry buildings, two one-story unreinforced masonry buildings, a one-story concrete building, and a surface parking lot; and construct a residential building with two towers and approximately 282 residential units, about 14,000 square feet of ground floor commercial space, and approximately 332 parking spaces. The building would be comprised of two towers at 25 stories and 12 stories connected by a seven-story base. The eastern tower would be approximately 127 feet tall, and the western tower would be approximately 240 feet tall. The project would contain approximately 139 one-bedroom and 143 two-bedroom units. The three levels of basement parking would include two off-street loading spaces, 282 residential stacker parking spaces, and 50 commercial stackers. The total size of the building would be approximately 473,910 square feet.

The 35,463-square-foot rectangular project site is located on the north side of Pine Street between Van Ness Avenue and Franklin Street, within a NC-3 Moderate-Scale Neighborhood Commercial district and a 130-E height and bulk district. The proposed project would require a Conditional Use Authorization from the Planning Commission for a Planned Unit Development (PUD) to merge six parcels, to increase the dwelling unit density under a PUD, to modify the bulk requirement. In addition, a zoning map amendment would be required to reclassify the existing 130-E height and bulk controls to 240-G.

The Planning Department determined an Environmental Impact Report (EIR) would be required prior to any final decision regarding whether to approve or disapprove the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize any significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision-makers must review and consider the information contained in the EIR.

Comments concerning the scope of the EIR are welcomed. In order for your concerns to be fully considered throughout the environmental review process, we would appreciate receiving them by May 7, 2007. Written comments should be sent to Paul E. Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103 before April 23, 2007, or at 1650 Mission Street, Fourth Floor, San Francisco, CA 94103, after April 23, 2007.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency.

If you have questions concerning environmental review of the proposed project, please contact **Tammy Chan at (415) 558-5982.**

**** Please note the Planning Department is moving.***

After April 23, 2007, our address will be 1650 Mission Street, Fourth Floor, San Francisco, CA 94103.

PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California •

MAIN NUMBER (415) 558-6378	DIRECTOR'S OFFICE PHONE: 558-6411	ZONING ADMINISTRATOR PHONE: 558-6350	PLANNING INFORMATION PHONE: 558-6377	COMMISSION CALENDAR INFO: 558-6422
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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date of Publication:	April 7, 2007	
Lead Agency:	Planning Department, City and County of San Francisco* 1660 Mission Street, 5th Floor, San Francisco, CA 94103	
Agency Contact Person:	Tammy Chan	**Telephone:** (415) 558-5982
Project Title:	2004.0764E: 1634 Pine Street (at Franklin) Residential Project	
Project Sponsor:	AF Evans Company, Inc.	
Project Contact Person:	Jack Robertson	**Telephone:** (510) 891-9400
Project Address:	1634-1690 Pine Street, San Francisco, California, 94109-4525	
Assessor's Block(s) and Lot(s):	Block 0647; Lots 007, 008, 009, 010, 011, and 011a	
City and County:	San Francisco	

Project Description: The proposed project would demolish two two-story unreinforced masonry buildings, two one-story unreinforced masonry buildings, a one-story concrete building, and a surface parking lot; and construct a residential building with two towers, which would contain approximately 282 residential units, 14,000 square feet of ground floor commercial space, and about 332 parking spaces. The total size of the building would be approximately 473,910 square feet. The base of the building would be seven stories and 65 feet tall; the west tower would be 25 stories and approximately 240 feet in height; and the east tower would be 12 stories and approximately 127 feet tall. There would be 139 one-bedroom units and 143 two-bedroom units. The three levels of basement parking would include two off-street loading spaces, 282 residential stackers, and 50 commercial stackers.

The 35,463-square-foot rectangular project site is located on the north side of Pine Street between Van Ness Avenue and Franklin Street. The project site is located within an NC-3 (Moderate-Scale, Neighborhood Commercial) district and a 130-E height and bulk district. The proposed project would require a Conditional Use Authorization from the Planning Commission for a Planned Unit Development to merge the six parcels, to increase dwelling unit density, to modify the bulk requirements, and to authorize the replacement of parking spaces which currently exist on the project site. In addition, a zoning map amendment would be required to reclassify the existing 130-E height and bulk controls to 240-G.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State *CEQA Guidelines*, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on May 7, 2007. Written comments should be sent to Paul E. Maltzer, San Francisco Planning Department, at 1660 Mission Street, Suite 500, San Francisco, CA 94103 before April 23, 2007, or at 1650 Mission Street, Fourth Floor, San Francisco, CA 94103 after April 23, 2007.

State Agencies. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. Thank you.

April 6, 2007
Date

Rich Cooper, for
Paul E. Maltzer, Environmental Review Officer

Please note the Planning Department is moving.

After April 23, 2007, our address will be 1650 Mission Street, Suite 400, San Francisco, CA 94103.

INITIAL STUDY

2004.0764E – 1634-1690 Pine Street (at Franklin) Mixed-Use Project

A. PROJECT DESCRIPTION

The 35,463-square-foot (sq.-ft) project site consists of six lots located at 1634-1690 Pine Street on the north side of Pine Street between Van Ness Avenue and Franklin Street (Assessor's Block 0647; Lots 007, 008, 009, 010, 011, and 011a) (Figure 1, page 2). The project block is bounded by California Street to the north, Van Ness Avenue to the east,, Pine Street to the south, and Franklin Street to the west.

The proposed project would demolish two two-story unreinforced masonry buildings, two one-story unreinforced masonry buildings, a one-story concrete building, and a 22-space surface parking lot. The buildings are vacant with the exception of an accounting office and a nonprofit housing developer located at 1670 Pine Street, and a car rental office and distribution center at 1644 Pine Street. The previous uses of the other buildings on the project site include a furniture showroom and warehouse. The First Church of Christ, Scientist (located one block to the north at Franklin and California Streets) owns the private and entrance-controlled 22-space surface parking lot. The proposed project would include a shared parking arrangement with the church to provide access to the garage in the new project for the church's use.

The base building would be seven stories (approximately 65 feet in height); the west tower would be 25 stories (approximately 240 feet) in height; and the east tower would be 12 stories in height (about 127 feet tall). There would be approximately 282 residential units totaling approximately 439,675 square feet (sq.ft.). The project would also include about 14,000 sq.ft. of ground floor commercial space,[1] and three levels of basement parking (Figures 2 to 12, pages 3 to 13). The proposed building would contain a total of 473,910 sq.ft. There would be approximately 139 one-bedroom units and approximately 143 two-bedroom units. The three levels of basement parking would total approximately 81,165 sq.ft., and would include two off-street loading spaces, 282 residential stackers and 50 commercial stackers, for a total of 332 parking spaces.

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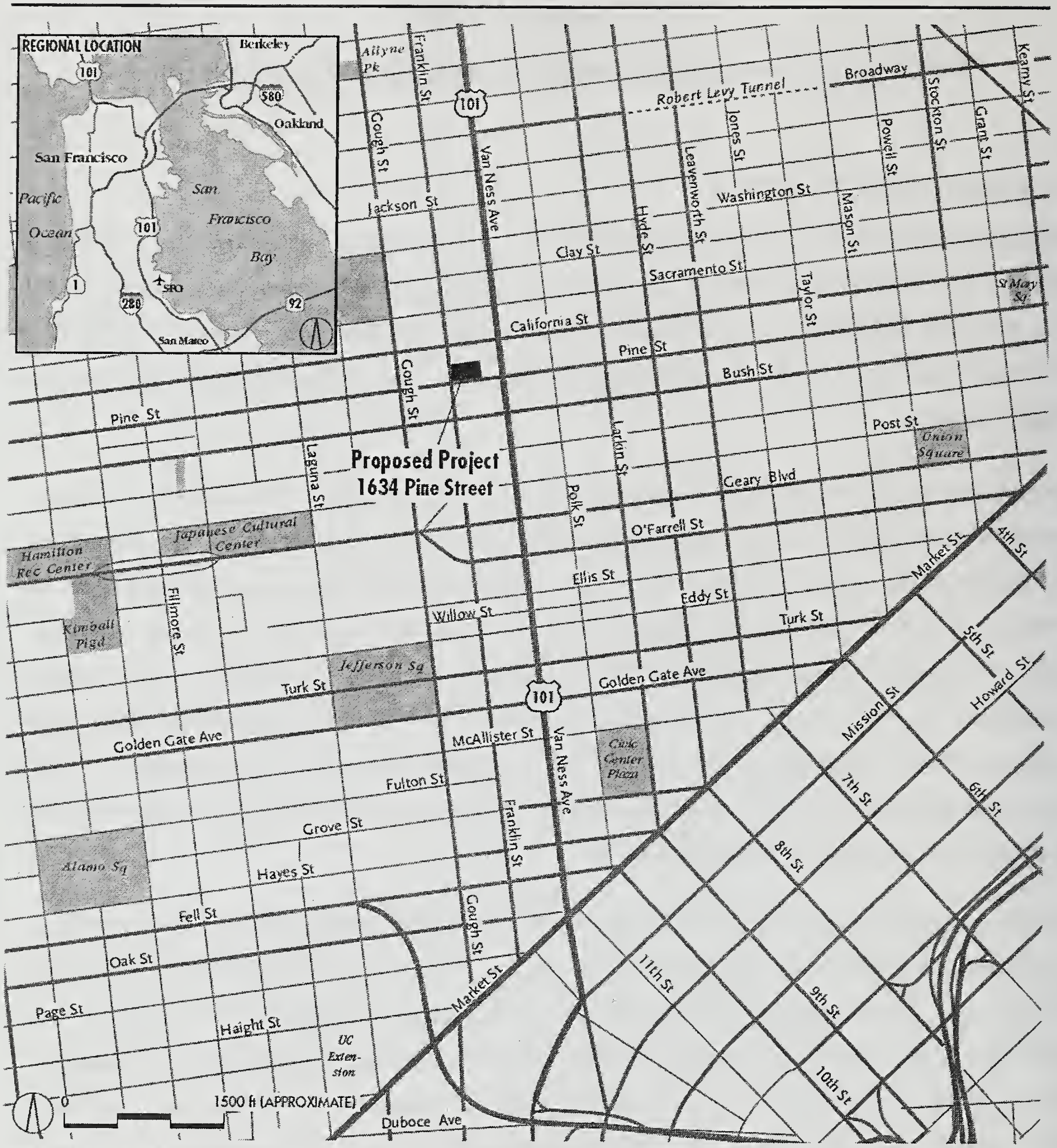
[1] For the purposes of environmental review, this commercial space is analyzed as retail/restaurant use.



Source: During Associates

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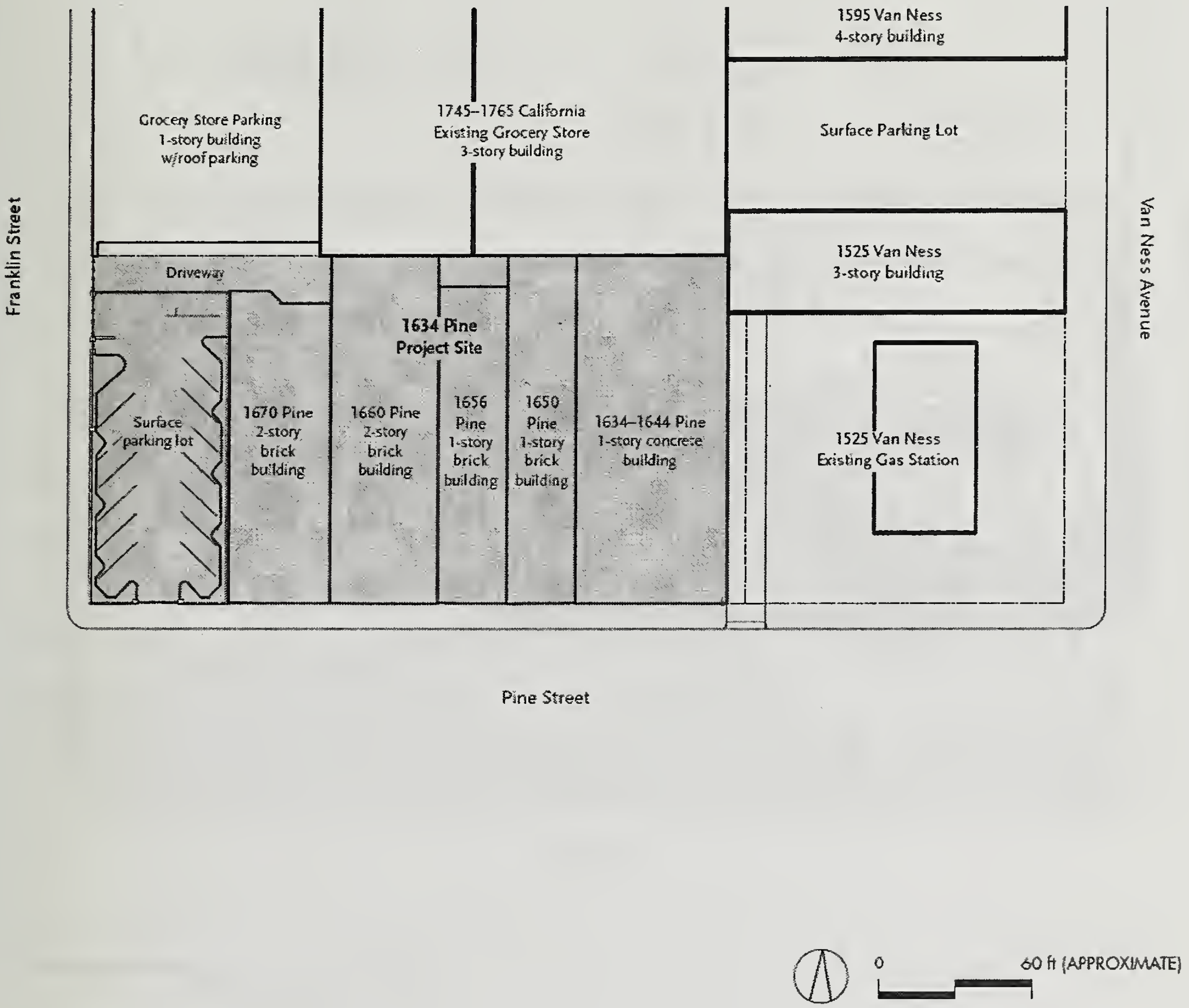
Proposed Project Location Figure 1



Source: Heller Manus

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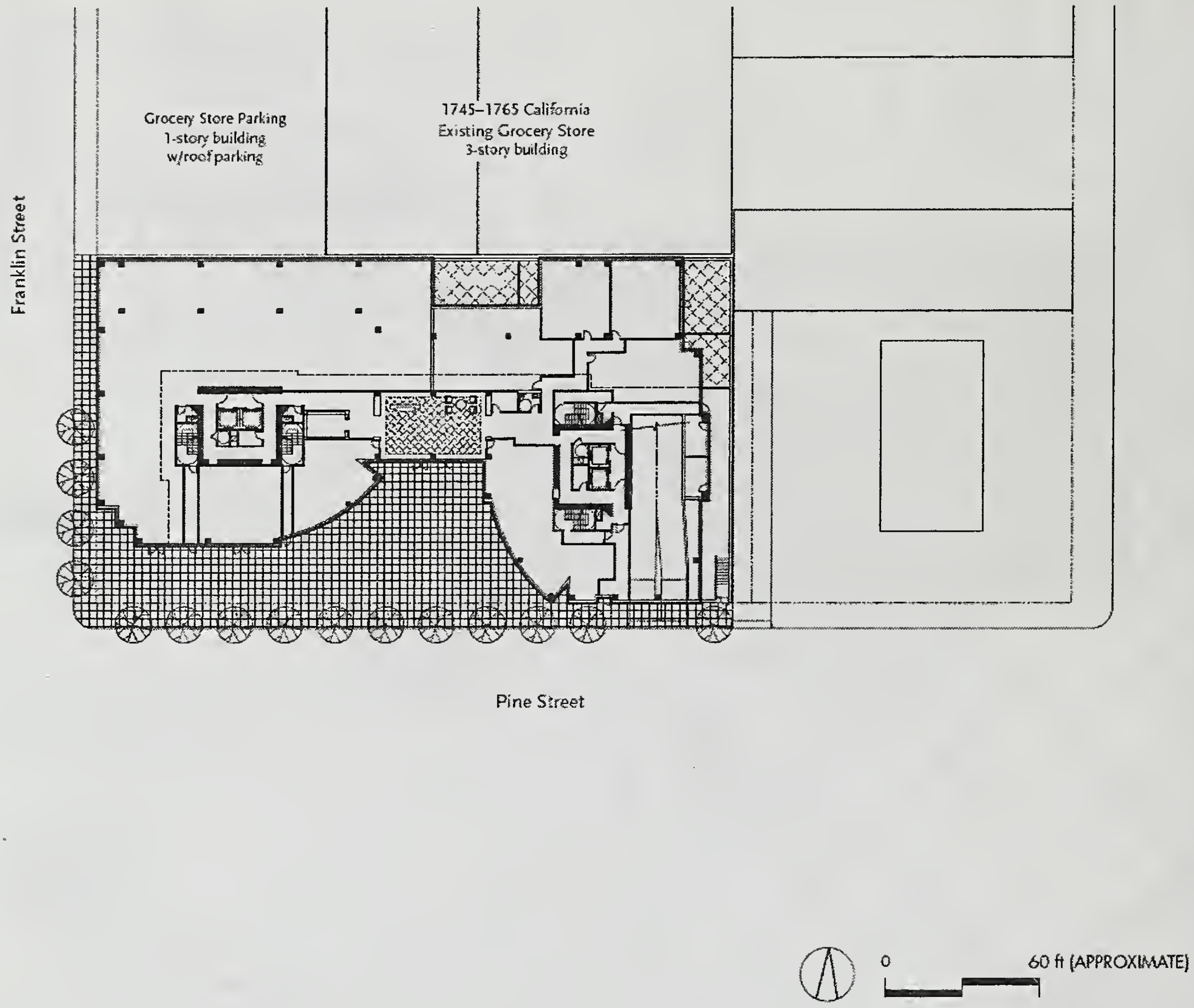
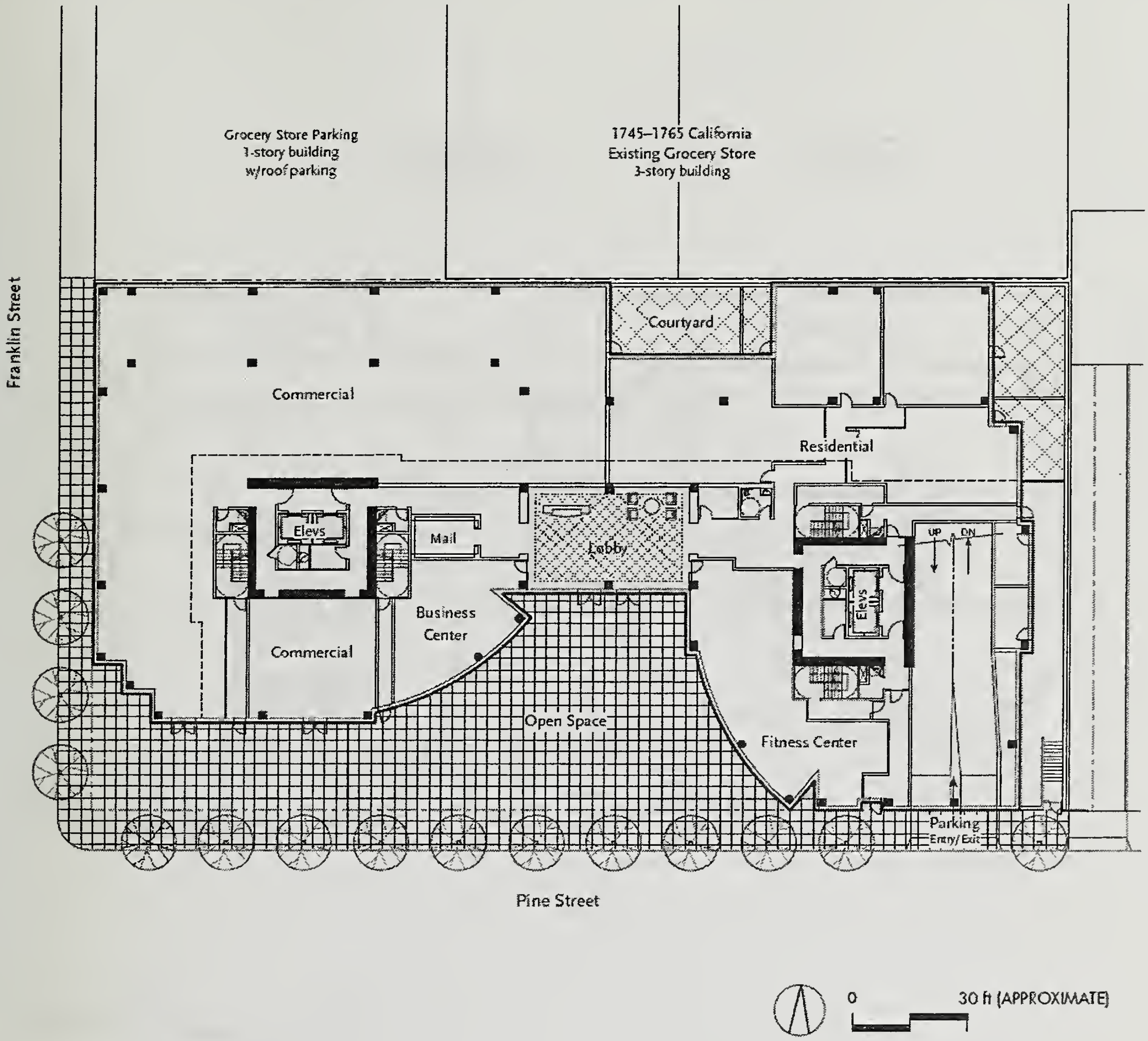
Existing Site Plan Figure 2



Source: Heller Manus

4-3-07

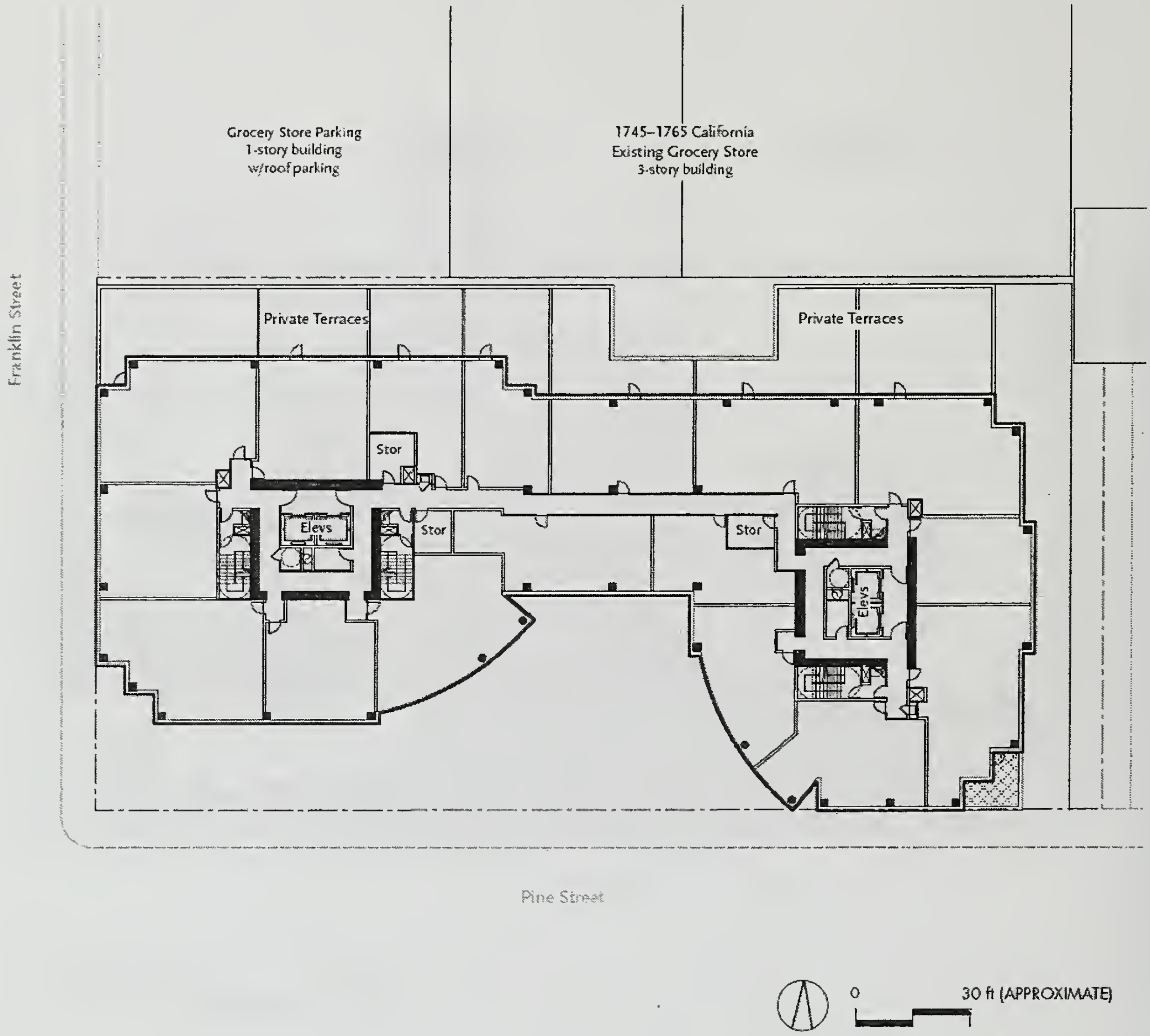
Proposed Site Plan Figure 3



Source: Heller Manus

3-26-07

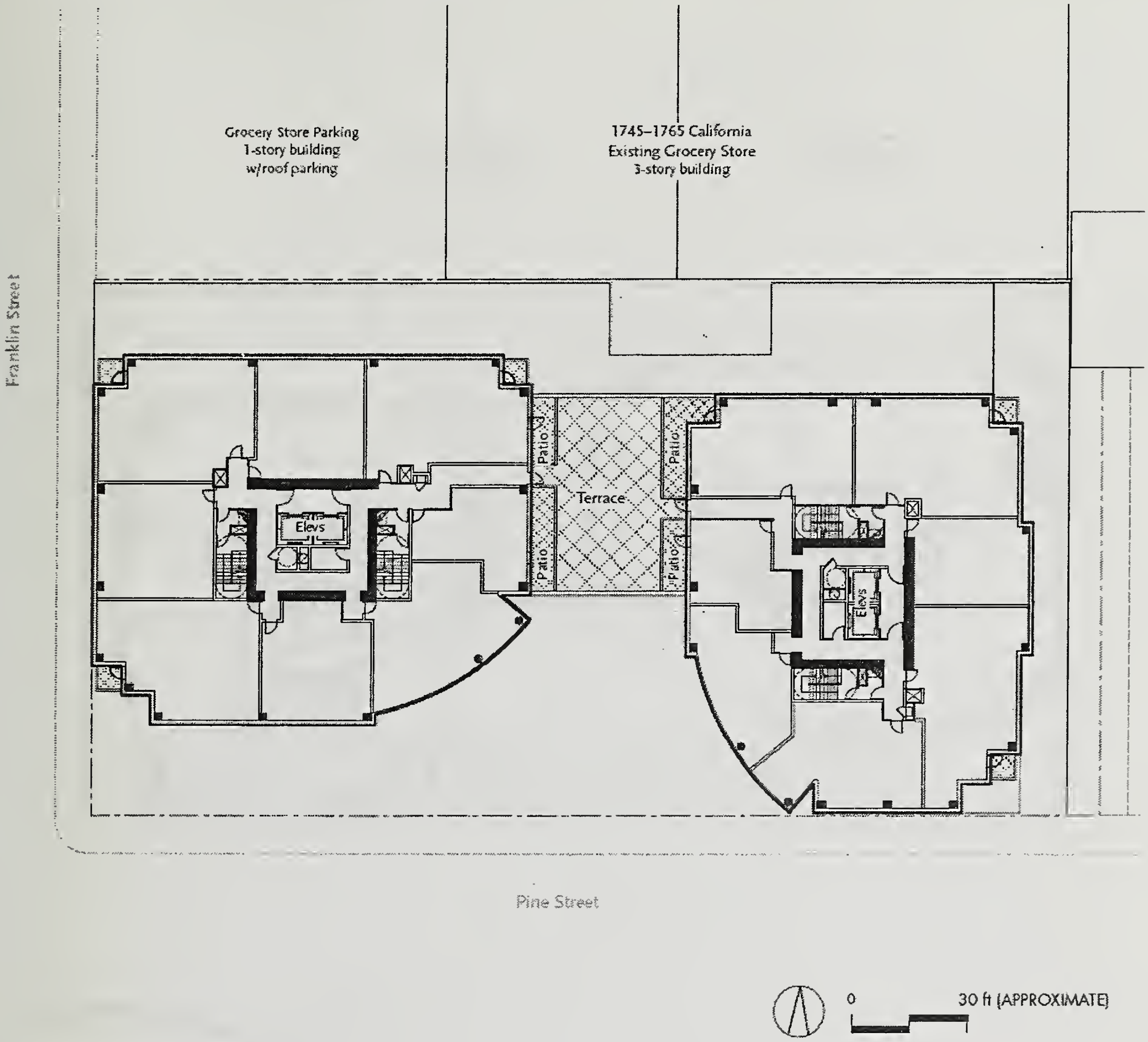
Proposed First Floor Plan Figure 4



Source: Heller Manus

3-26-07

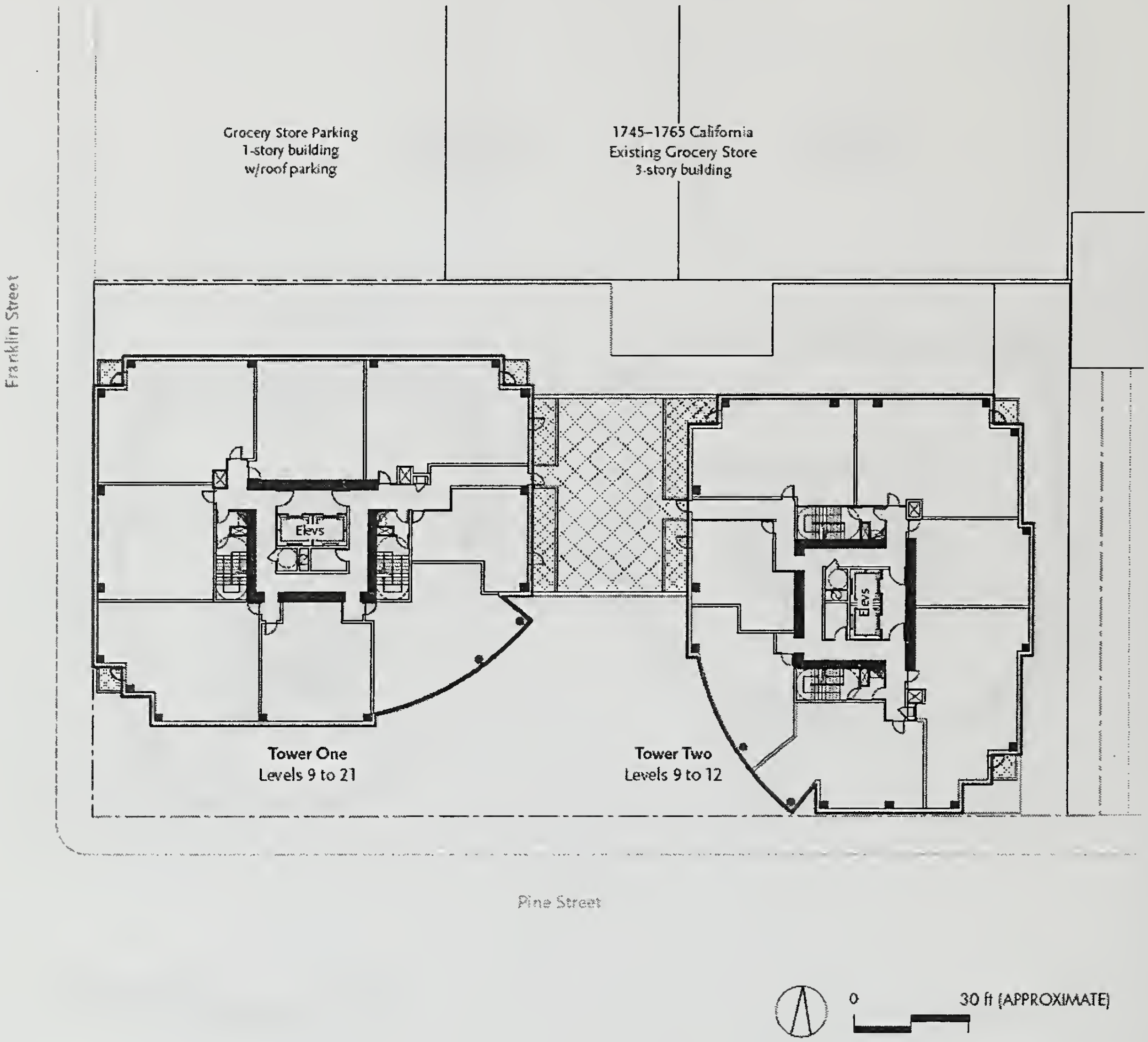
Proposed Typical Floor Plan—Levels Two to Seven Figure 5



Source: Heller Manus

3-26-07

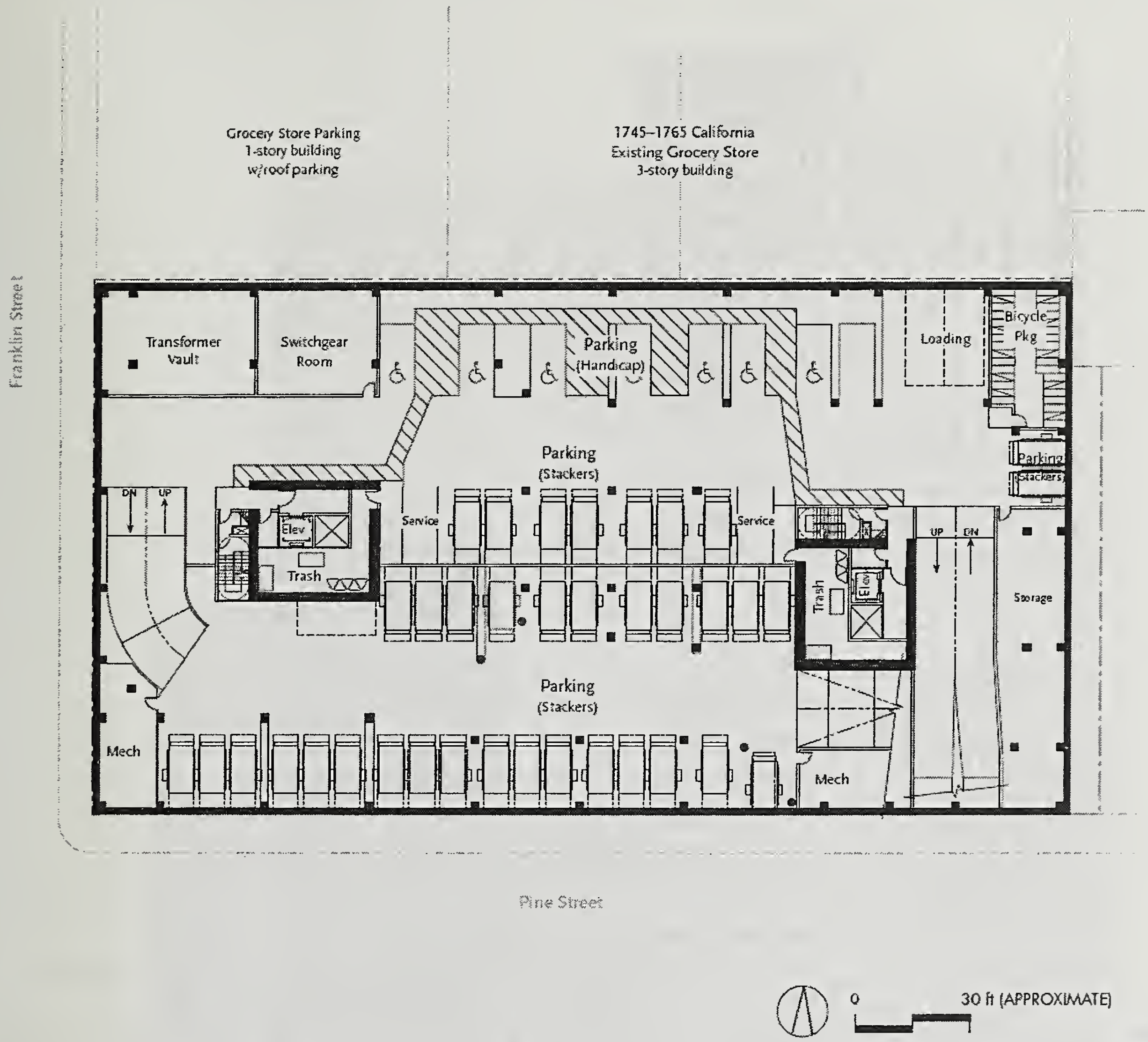
Proposed Floor Plan—Level Eight Figure 6



Source: Heller Manus

4-3-07

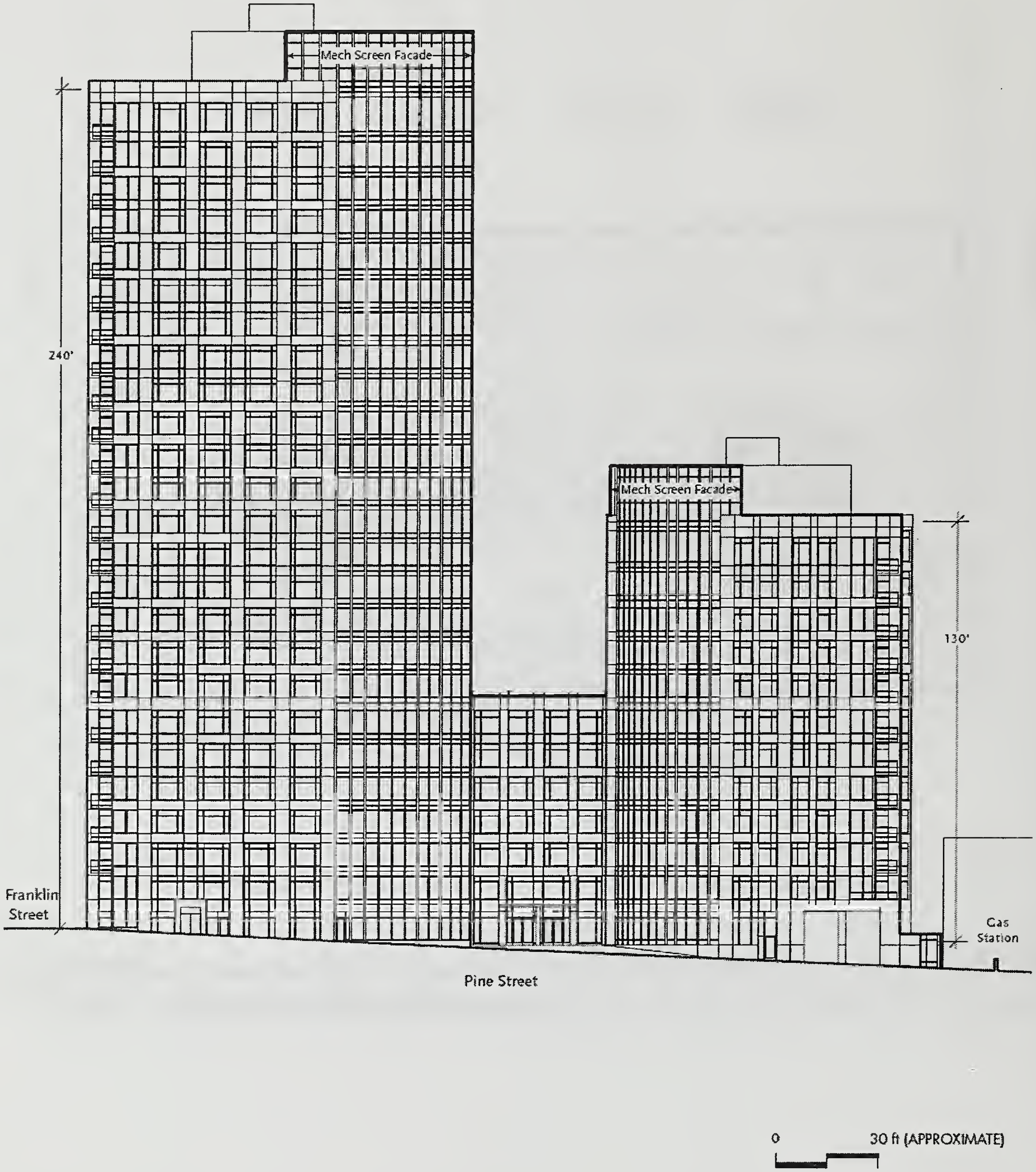
Proposed Typical Residential Tower Floor Plan Figure 7



Source: Heller Manus

3-26-07

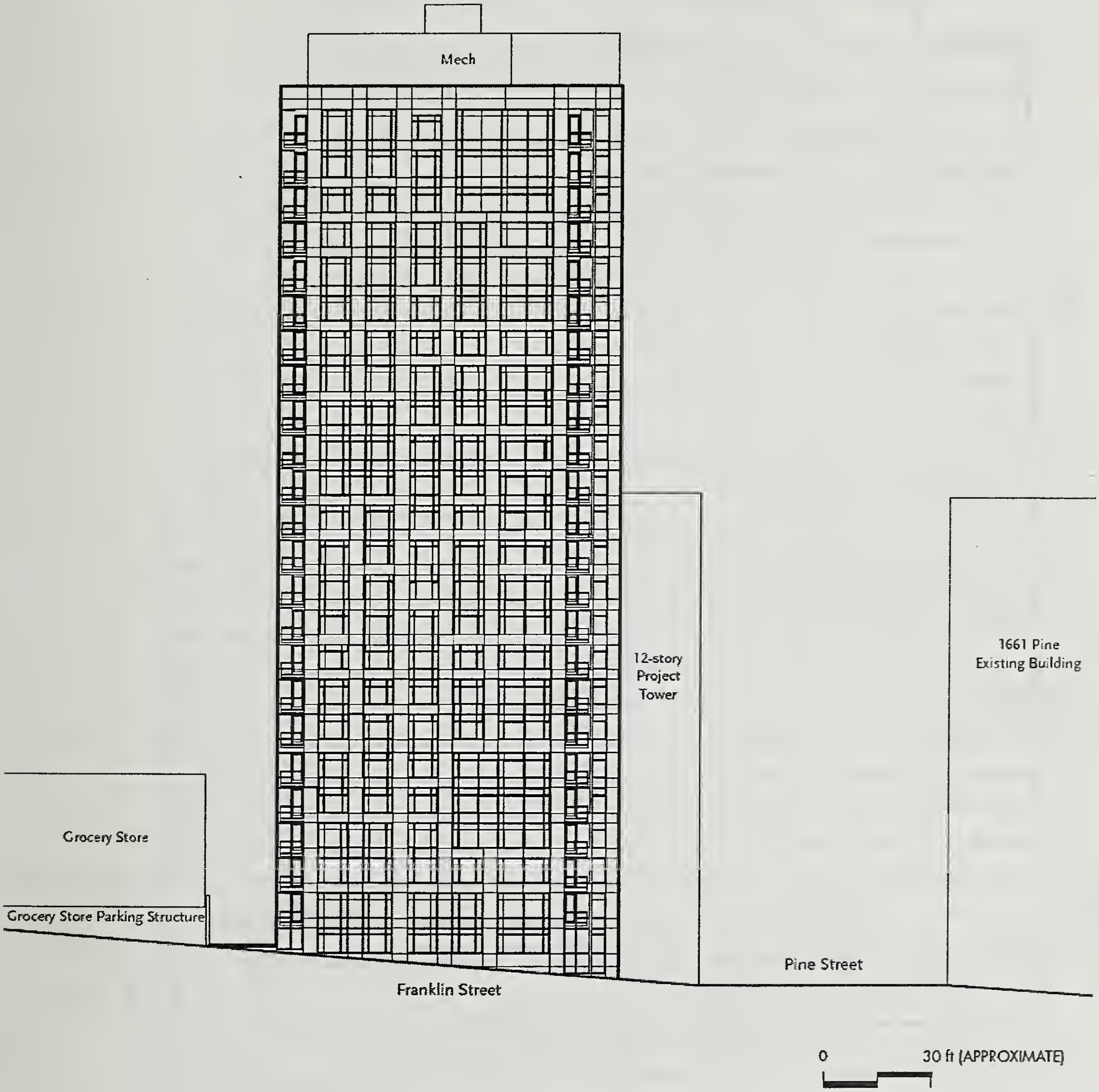
Proposed Basement Level Parking Plan Figure 8



Source: Heller Manus

3-27-07

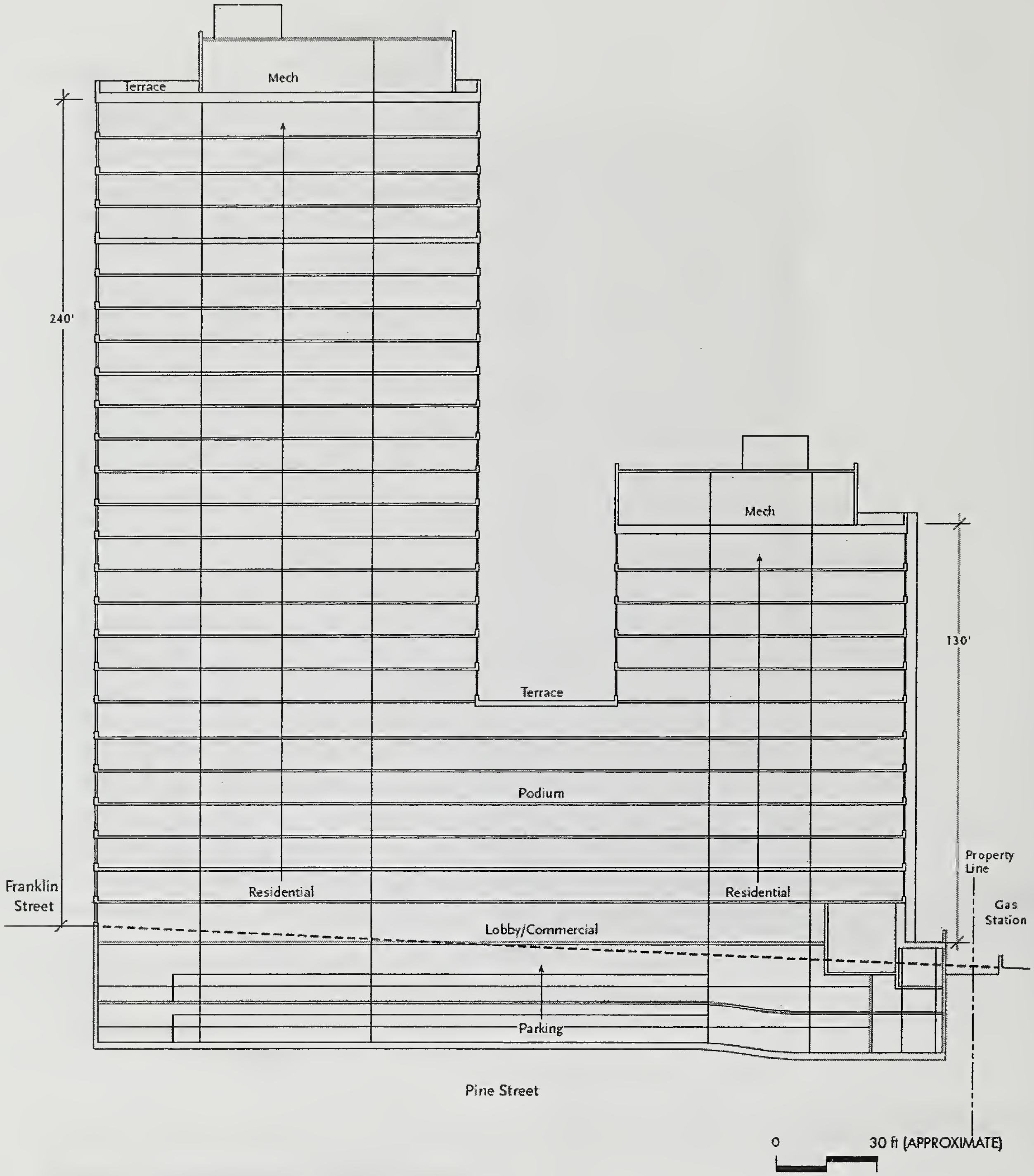
Proposed Pine Street Elevation Figure 9



Source: Heller Manus

3-22-07

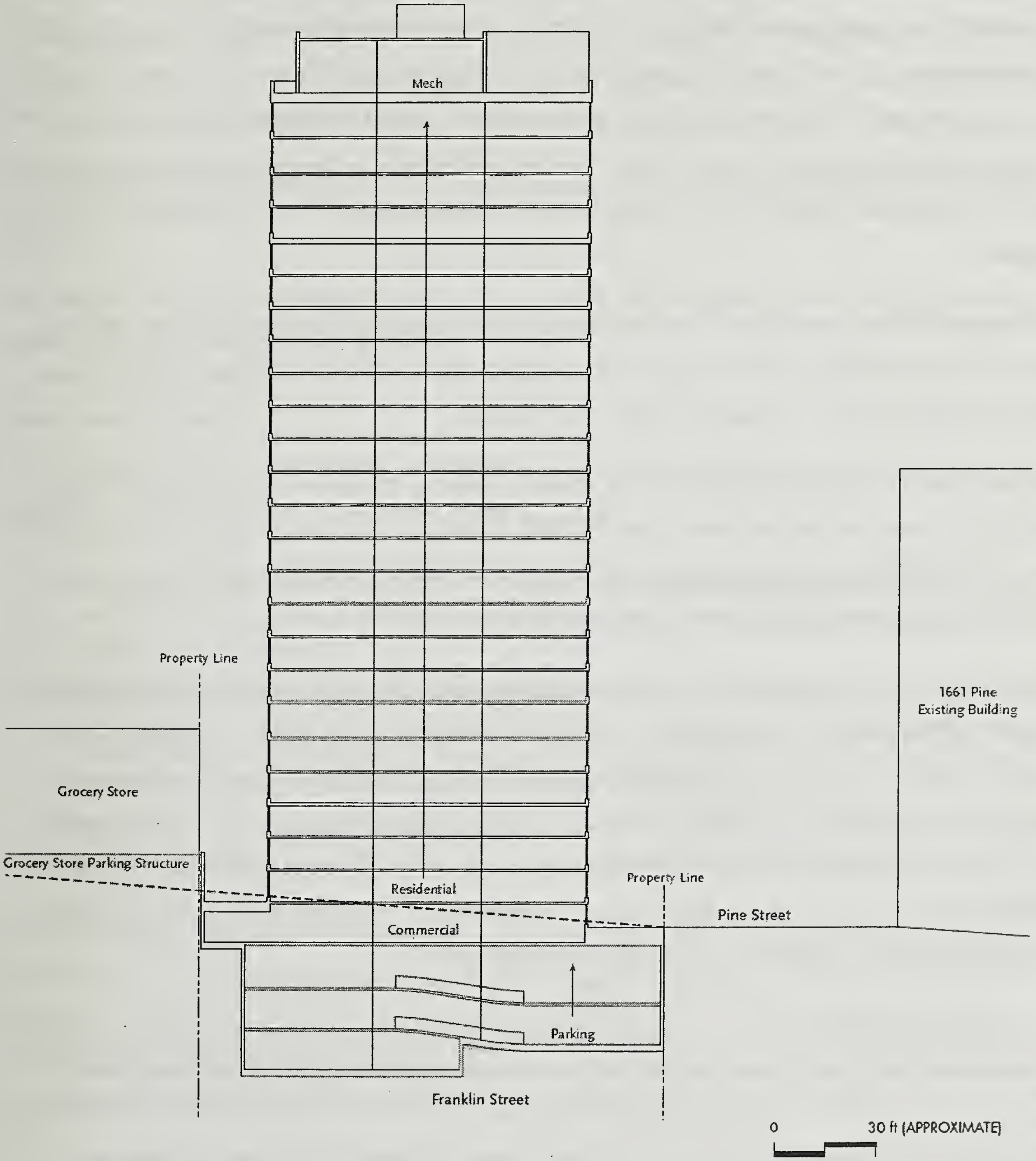
Proposed Franklin Street Elevation Figure 10



Source: Heller Manus

3-22-07

Proposed West–East Section Figure 11



Source: Heller Manus

3-22-07

Proposed North–South Section Figure 12

In addition to the residential uses, the building would contain approximately 5,910 sq.ft. of common open space on the first floor, 1,440 sq.ft. of common open space on the 8th floor terrace, and 1,050 sq.ft. of common open space on the roof of the west tower, for a total of 8,400 sq.ft. of common open space. Approximately 107 units would have 36-sq.ft. private balconies for a total of 3,852 sq.ft. of private open space.[2] Pedestrian and vehicle access would be from Pine Street. In general, the one-bedroom units would average about 750 sq.ft., and the two-bedroom units would average about 1,200 sq.ft. The proposed project would comply with the requirements of the Inclusionary Housing Program.[3]

The residential lobby would have four elevators and stairs that would provide access to all of the floors. The ground floor would also have a commercial space, a mail area, a fitness center, a home theater, a security office, a management office, and a terrace.

The three levels of basement parking would contain a total of 332 spaces in 85,165 sq.ft. There would be 96 spaces on the first level (7 handicapped, 89 stacker), 146 stacker spaces on the second level, and 90 stacker spaces on the third level. The proposed project would provide 17 bicycle spaces and two off-street loading spaces on the first parking level.

The towers would be articulated with curved curtain walls adjacent to the entry plaza. The buildings would be clad in pre-cast concrete panels with punched windows. Each façade would have vertical sections of concrete siding punctuated with windows flush with the exterior wall alternating with vertical sections of recessed windows, decks, and doors. There are eleven trees on the surface parking lot at the corner of Pine and Franklin Streets and seven street trees along the Pine Street sidewalk fronting the project site which would be removed. Eleven new trees would be planted along Pine and Franklin Streets as part of the proposed project.

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[2] For those units with private open space, 36 sq.ft. per unit of open space is required. For those units without private open space, 48 sq.ft. per unit of common usable open space is required. (*San Francisco Planning Code* Section 135(d)). The proposed project would provide 3,852 sq.ft. of private open space and 8,400 sq.ft. of common usable open space.

[3] On August 1, 2006, the Board of Supervisors adopted amendments to *Planning Code* Section 315, increasing the percentage of required inclusionary housing units to 15 percent on-site or 20 percent off-site. However, pursuant to *Planning Code* Section 315.3(b)(2), the increased percentage requirements are not applicable to projects for which an environmental evaluation application was filed prior to July 18, 2006, or that do not require zoning map amendments or *Planning Code* text amendments that would result in a net increase in the number of permissible residential units. The environmental evaluation application for the proposed project was filed on August 3, 2004, and although it would require zoning map amendments, it would not result in a net increase in the number of permissible residential units.

The proposed project would require excavation of 30 to 40 feet below grade, which would amount to approximately 39,000 cubic yards of soil, for the basement parking garage. The project would use reinforced concrete footings and retaining walls. Reinforced concrete floor/roof decks would be used in the subterranean parking garage and the street-level podium. The use of piles is not anticipated because the underlying dune sand is stable. Project construction would last about 28 months.

The project sponsor and owner is A.F. Evans Company, Inc., and the architectural firm is Heller Manus.

The project site is located within a NC-3 (Moderate-Scale, Neighborhood Commercial) zoning district and a 130-E height and bulk district.

Approvals Required

The proposed project would require the following approvals (discussed in more detail below on pages 17 to 19). The approving bodies are shown in italics

- The proposed project would require a height and bulk reclassification from the current 130-E to 240-G. *Zoning Map amendment requiring Planning Commission approval and Board of Supervisors adoption.*
- The project site is 35,463 sq.ft. and qualifies for a Planned Unit Development (PUD) because it exceeds ½ acre in lot size. Under a PUD, the site could permit up to 282 residential units, rather than the 177 units allowed under the NC-3 zoning district in which the project site is located. *Conditional Use (CU) authorization from the Planning Commission.*
- Development on a lot of 10,000 square feet or more and non-residential space exceeding 6,000 square feet in floor area. *CU authorization from the Planning Commission.*

The project is also subject to the Residential Inclusionary Housing Program (*Planning Code* Sections 315 to 315.9). The Inclusionary Housing Program applies to projects of ten or more units and requires, for projects requiring CU authorization, that affordable housing be provided at 12 percent if on-site, or 17 percent off-site.[4] The project would comply with the Inclusionary Housing Program requirements, as well as the City's car-sharing ordinance (Section 166(b)(1)).

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[4] Please see footnote 3, page 14, for the applicability of August 1, 2006 amendments to the Inclusionary Housing Program to the proposed project.

B. PROJECT SETTING[5]

The 35,463-square-foot rectangular project site is on Pine Street between Van Ness Avenue and Franklin Street, one block off the Van Ness corridor between Nob Hill to the east and Pacific Heights to the west.

Van Ness Avenue is a north-south roadway with three travel lanes in each direction, and it is the primary transportation and commercial corridor in the area. Polk and California Streets also contain commercial uses. Pine Street is a one-way west-bound roadway with three lanes and is a main cross-town road. Franklin Street is a one-way north-bound roadway with three lanes. Franklin Street and Van Ness Avenue are primary routes, connecting the end of Highway 101 from the south to the Golden Gate Bridge, and the continuation of Highway 101 to the north.

There is a variety of building types, sizes, and ages, with building heights, varying from one to 14 stories, in the immediate project vicinity, with most buildings ranging from two to four stories. Nearby uses include residential, office, retail (including restaurant and bar), auto service, church, hotel, and parking. The Van Ness Special Use District is adjacent to the project site and the Polk Street Neighborhood Commercial district is one block further to the east. There are several projects proposed in the vicinity of the project site including a 30-story residential tower proposed at Post Street between Gough and Octavia Streets and a 13-story residential building proposed at the southeast corner of Bush and Franklin. A new California Pacific Medical Center (CPMC) campus is proposed on Cathedral Hill, which would include a 20-story hospital on the block bounded by Franklin, Post, Van Ness, and Geary, and an associated 9-story medical office building at the northeast corner of Van Ness and Geary. The campus would be completed by 2012 if approved.

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[5] The land uses around the site are described in more detail in the Land Use and Land Use Planning Section, beginning on page 22.

C. COMPATIBILITY WITH ZONING, PLANS, AND POLICIES

	Applicable	Not Applicable
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	☒	☐

As listed on page 15, the proposed project would require approval by the Planning Commission and Board of Supervisors. It would also require building permits from the Department of Building Inspection (DBI) and a permit from the Department of Public Works (DPW) to remove protected trees. It would not require any approvals or permits from any Regional, State, or Federal Agencies.

San Francisco Planning Code

The *San Francisco Planning Code*, which incorporates the City's Zoning Maps, implements the *San Francisco General Plan* and governs permitted uses, densities, and configuration of buildings within the city. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project conforms to the *Planning Code*; (2) an allowable exception is granted pursuant to provisions of the *Planning Code*; or (3) amendments to the *Planning Code* are included as part of the project.

The project site is zoned NC-3, which "*offers a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood...a diversified commercial environment is encouraged and a wide variety of uses are permitted with special emphasis on neighborhood-serving businesses. Eating and drinking, entertainment, financial service, and certain auto uses generally are permitted with certain limitations at the first and second stories. Other retail businesses, personal services, and offices are permitted at all stories of new buildings. Limited storage and administrative service activities are permitted with some restrictions.*" Large-scale lots and buildings and wide streets distinguish the districts from smaller-scaled commercial streets. NC-3 building standards "*permit moderately large commercial uses and buildings. Housing development in new buildings is encouraged above the second story*" with rear yard requirements at residential levels (*Planning Code,* Section 712.1).

As stated above, the proposed project would require an amendment to the *Planning Code* for a height and bulk reclassification from 130-E to 240-G. The height and bulk reclassification, in and of itself, would not result in a net increase in the number of permissible units or a net increase in the permitted residential square footage, however, the height and bulk reclassification would require Planning Commission and the Board of Supervisors approval.

As the project site exceeds one-half acre, the Planning Commission may authorize, as a CU authorization, a PUD. A PUD is "*intended for projects on sites of considerable size, developed as integrated units, and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood, and the city as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well reasoned modification of certain provisions contained elsewhere in this Code*" (*Planning Code*, Section 304(a)). The proposed project would also require a PUD approval pursuant to Section 304 of the *Planning Code* for the lot merger, and an increase in the allowable dwelling unit density.

Approval of a PUD is subject to criteria that include conformance with the objectives and policies of the *General Plan*, provision of adequate off-street parking, and provision of adequate usable open space as required by the *Planning Code.*

As part of the proposed PUD, the project sponsor would seek the following authorizations:

- Increase dwelling unit density to allow 282 units on the 25,457-sq.ft. site, which is the equivalent of one unit less than one unit per 125 square feet of lot area (Section 304(5)(4)). The underlying NC-3 zoning district permits one dwelling unit for each 600 square feet of lot area, or the dwelling unit density of the nearest "R" (residential) district, whichever is more dense. In the case of the project, the nearest R district is the RC-4 which permits dwelling units at a density of up to one unit for each 200 square feet of lot area. Therefore, applicable residential density of the underlying NC-3 zoning is one unit per 200 square feet of lot area. The project sponsor seeks approval of a PUD, which permits a greater density than that allowed by the underlying NC-3 zoning. Specifically, a PUD permits a density of up to one unit less than the number of units allowed in the next more dense zoning district (Section 304(d)(4)). In this case, the next more dense zoning district is the C-3 district, which permits a residential density of one unit per 125 square feet of lot area. Therefore, with a PUD, the residential density on the project site could be one less unit than one unit per 125 square feet of lot area, or a total of 282 units.
- A CU authorization for development on a lot of 10,000 square feet or more in an NC-3 zoning district (Sections 712.11, 121.1, and 316 *et seq.*) and for a non-residential

(commercial) use in excess of 6,000 square feet or more of floor area in an NC-3 zoning district (Sections 712.21, 121.2, and 316 *et seq.*).

The proposed project would require a height and bulk reclassification from the current 130-E to 240-G. The bulk requirements would be modified from the "E" controls (maximum dimensions of 110 feet in length and 140 feet in diagonal above 65 feet in height) to the "G" controls of 118 feet in length and 140 feet in diagonal above 80 feet in height.

The project is subject to the Residential Inclusionary Housing Program (*Planning Code* Sections 315 to 315.9). The Inclusionary Housing Program applies to projects of ten or more units and requires, for projects requiring CU authorization, that affordable housing be provided at 12 percent if on-site, or 17 percent off-site.[6] The project would comply with the Inclusionary Housing Program requirements.

The proposed project would comply with the City's car-sharing ordinance by providing one car-share space free of charge to a certified car-sharing organization, either on-site or on an off-street site within 800 feet of the building site.

Under modifications permitted by the PUD, the proposed project would be consistent with the existing zoning of the project site, with the exception of the height and bulk reclassification.

Plans and Policies

In addition to the *San Francisco Planning Code* and zoning policies, the project site is subject to the *San Francisco General Plan*. The *San Francisco General Plan* provides general policies and objectives to guide land use decisions. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

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[6] Please see footnote 3, page 14, for the applicability of the August 1, 2006 amendments to the Inclusionary Housing Program.

Objectives and policies of the *General Plan's* Urban Design Element and Housing Element applicable to the proposed project include the following:

Urban Design Element

OBJECTIVE 1: Emphasis of the characteristic pattern which gives to the city and its neighborhoods an image, a sense of purpose, and means orientation.

POLICY 1.3: Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

OBJECTIVE 3: Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment.

POLICY 3.1: Promote harmony in the visual relationships and transitions between new and older buildings.

POLICY 3.5: Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

POLICY 3.6: Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

Housing Element

OBJECTIVE 4: Support affordable housing production by increasing site availability and capacity.

POLICY 4.2: Include affordable units in larger housing projects.

OBJECTIVE 11: In increasing the supply of housing, pursue place-making and neighborhood building principles and practices to maintain San Francisco's desirable urban fabric and enhance livability in all neighborhoods.

POLICY 11.4: Avoid or minimize disruption caused by expansion of institutions, large-scale uses, and auto-oriented development into residential areas.

POLICY 11.8: Strongly encourage housing project sponsors to take full advantage of allowable building densities in their housing developments while remaining consistent with neighborhood character.

Environmental plans and policies like the *Bay Area 2005 Ozone Strategy* directly address physical environmental issues and/or contain targets or standards that must be met in order to preserve or improve specific components of the city's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City *Planning Code* to establish eight Priority Policies.

These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies where applicable, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation).

Under Proposition M, prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the *General Plan*, decision-makers are required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Land Use
☐ Aesthetics
☐ Population and Housing
☒ Cultural Resources
☒ Transportation and Circulation
☐ Noise
☐ Air Quality
☒ Wind and Shadow
☐ Recreation
☐ Utilities and Service Systems
☐ Public Services
☐ Biological Resources
☐ Geology and Soils
☐ Hydrology and Water Quality
☐ Hazards/Hazardous Materials
☐ Mineral/Energy Resources
☐ Agricultural Resources
☒ Mandatory Findings of Sign.

Except for the categories of historic architectural resources, transportation and circulation, shadow, and wind, the items on the Initial Study Environmental Evaluation Checklist have been checked

"Less Than Significant with Mitigation Incorporated," "Less Than Significant Impact," or "No Impact," indicating that upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. For the topics of historical architectural resources, transportation and circulation, shadow, and wind, where the conclusion is "Potentially Significant Impact," further analysis of the topic as well as of possible mitigation measures and alternatives will be included in the EIR. Although this Initial Study finds the land use and visual quality/urban design impacts to be less than significant, those two topics will be discussed further in the EIR for informational purposes. For all of the items checked "Less Than Significant with Mitigation Incorporated," "Less Than Significant Impact," or "No Impact," the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

	Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1.	**LAND USE AND LAND USE PLANNING—Would the project:**					
a)	Physically divide an established community?	☐	☐	☒	☐	☐
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐
c)	Have a substantial impact upon the existing character of the vicinity?	☐	☐	☒	☐	☐

As noted in the project setting, the project site is within an NC-3 (Neighborhood Commercial, Moderate Scale) zoning district. The surrounding area consists of a mix of zoning districts, including low density residential in the RH districts, medium and higher density residential and commercial in RM and RC districts, mixed-use neighborhood-serving commercial uses in NC districts, and public use districts. The neighborhood contains both low density one- to-three-story residential and commercial buildings, as well as medium- to high-rise, high-density residential and commercial structures. Height and bulk districts in the vicinity vary from 130-E at the project site, to 40-X and 240-E within a four-block radius of the project site (see Figure 13, page 24 for a map of the height and bulk districts in the area).

Zoning districts in the vicinity include RM-3 districts on the project block and to the north, NC-3 to the east across Franklin Street, RC-4 one block to the east, NC-3 and RM-4 districts to the south, and RH-2 districts to the west and north. NC districts are intended to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood and provide convenience goods and services to the surrounding neighborhoods.[7] Residential districts dominate the surrounding area. RH districts are characterized by similarity of building styles and large units, considerable open space, and limited non-residential uses.[8] RM districts emphasize higher-density residential uses, usually apartment buildings with smaller units and often close to downtown.[9] RC districts are similar to the RM districts, but they allow commercial uses at or below the ground floor.[10]

The project site is less than one block west of the Van Ness Special Use District (SUD), between Nob Hill to the east and Pacific Heights to the west. The Van Ness SUD (which runs from the Civic Center to Broadway) is zoned RC-4 immediately east of the project site. The purposes of the Van Ness SUD are to create a mix of commercial and residential uses; enhance the pedestrian environment; encourage retention and appropriate alteration of historical structures; conserve existing housing stock; and enhance the visual and urban design quality of the street.[11]

Land uses in the vicinity include the following: ground-floor retail businesses along Van Ness Avenue, some side streets, and Franklin and Polk Streets; lower density flats in small pockets of RH-2 (two-family) and RH-3 (three-family) districts and the higher density residential apartments in the surrounding RM-3 (medium-density), RM-4, and RC-4 (high-density) districts.

Nearby land uses include residential, office, retail (including restaurant and bar), auto service, church, hotel, and parking. Adjacent to the project site to the north is a grocery store/café and its

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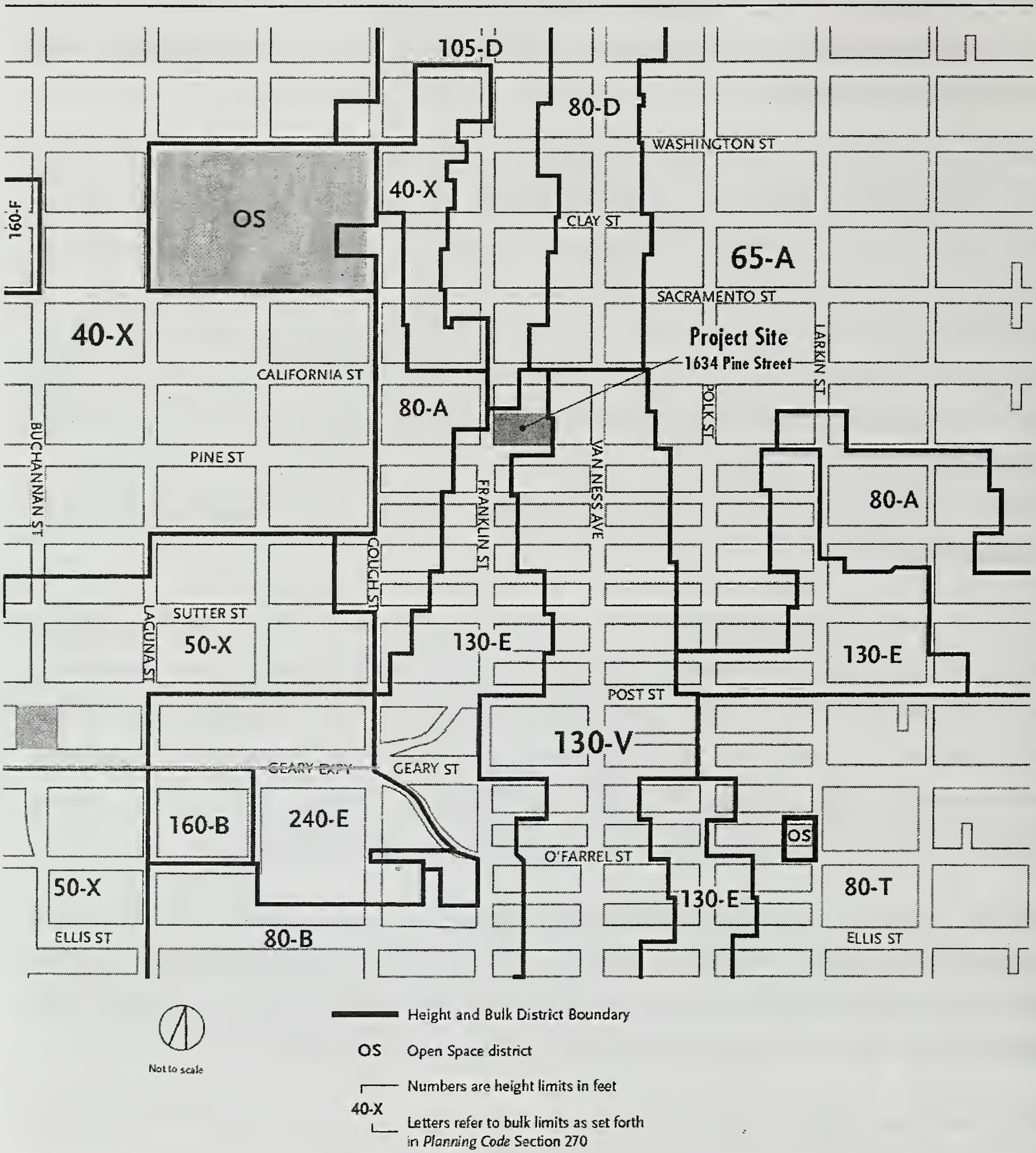
[7] *Planning Code* Section 712.1, NC-3 – Moderate-Scale Neighborhood Commercial Districts.

[8] *Planning Code* Section 206.1, RH (Residential, House) Districts.

[9] *Planning Code* Section 206.2, RM (Residential, Mixed) Districts.

[10] *Planning Code* Section 206.3, RC (Residential-Commercial Combined) Districts.

[11] *Planning Code* Section 243, Van Ness Special Use District.



Source: Heller Manus

3-22-07

Height & Bulk Districts Figure 13

parking facility, which occupies about three-quarters of the block bordering the southeast corner of Franklin and California Streets. Across California Street to the north is a church on the northeast corner of California and Franklin Streets, and an 11-story residential/office/retail building occupying the rest of the block.

Land uses on the east side of the project block on Van Ness Avenue include a four-story car stereo retail showroom building (1575 Van Ness Avenue), a four-story vacant bank and its parking lot (now used by a car dealer for overflow storage), and an 18-pump gas station on the northwest corner of Van Ness Avenue and Pine Street. Across Van Ness Avenue to the east are a retail bank and a 26-story Holiday Inn, and at the southeast corner of Van Ness Avenue and Pine Street is a two-story retail building.

Immediately across Pine Street and south of the project site, is the 14-story San Francisco Towers (1661 Pine), a residential life-care facility with 240 independent living units, 12 assisted care units, and a 55-bed skilled nursing facility. It occupies the entire block bounded by Pine Street, Van Ness Avenue, Austin Street, and Franklin Street. The ground-floor retail space facing Pine Street includes a coffee house and a home stereo retail store.

Across Franklin Street from the project site to the west are a range of one- to five-story buildings, mostly residential flats and apartment buildings, some with ground-floor retail. A two-story automotive repair shop is at the northwest corner of Pine and Franklin Streets.

As noted above, the project site is located in a 130-E height and bulk district. Height and bulk districts in the vicinity range from 40-X to 240-E and include, in addition to those mentioned, 65-A, 80-A, 80-D, 105-D, 130-V, 130-E, and 130-V. (Please see Figure 13, page 24, for boundaries of the height and bulk districts in the vicinity.)

The area within a four-block radius of the project site can be characterized by large hotel and office buildings ranging from eight to 12 stories and mid-rise residential apartment buildings ranging from five to eight stories punctuated by more prominent buildings. Prominent buildings near the project site include the 26-story Holiday Inn, the 14-story San Francisco Towers, and the 11-story residential/medical office building on California Street. Franklin Street north of California Street is lined with four- to eight-story apartment buildings interrupted by the 17-story, 45-unit 1835 Franklin Street building and the 11-story, 93-unit Clay Park Towers on the northeast corner of Clay Street

(1890 Clay). South of the project site along Franklin Street is a modern 12-story office building at Franklin and Sutter Streets; the One Daniel Burnham Court residential-office complex with 245 units and 40 medical offices in two towers of nine- and 16-stories that occupies the north side of Post Street east of Franklin; the eight-story, 400-room Cathedral Hill Hotel at 1101 Van Ness Avenue, which occupies the block between Post and Geary Streets east of Franklin Street. Within three blocks of the project site to the southwest is the 17-story, 164-unit Sutterfield condominium complex at 1483 Sutter; and the four-story, 100-unit senior complex called The Broadmoor at 1499 Sutter.

There are several projects proposed in the vicinity of the project site including a 231-residential-unit, 30-story tower at 1333 Gough Street between Sutter and Post Streets, and a 28-residential-unit, five-story building at 1521 Sutter Street between Gough and Octavia Streets. The new CPMC medical campus, consisting of a 620-bed hospital and its associated medical offices, is also proposed three blocks south of the project site at Van Ness Avenue, bounded by Post, Geary, and Franklin Streets (its medical office building is proposed along Geary Street, east of Van Ness Avenue). The new CPMC campus, if approved, is anticipated to be completed around 2012.

The proposed project would not disrupt or divide the physical arrangement of an established community. The proposed project would introduce residential use to the project site and increase the intensity of the site's land use to the highest in the area. However, it would do so at a density permitted under the PUD provisions of the *Planning Code.*

As described above in Section C, Compatibility with Existing Zoning and Plans, the proposed project would not conflict with any applicable land use plan or policy.

The larger area surrounding the project site includes a mix of land uses and building types. As discussed above, there are pockets of older low-density residential buildings (one and two units), including lower heights and densities to the west and east, and older one- to three-story commercial buildings along Franklin Street and Van Ness Avenue. However, as noted above, there are also more modern, higher density residential and commercial uses in the vicinity, as well as a proposal for the CPMC medical campus south of the project site.

The proposed project would be compatible with the mixed-use character of the vicinity. It would replace the existing vacant uses and the office and car rental uses on the project site with a high-density, high-rise residential structure that would contain commercial space on the ground floor and parking.

These uses would be similar to the existing uses in the vicinity. While the proposed project would be a change from the existing land use, the proposed project's impacts relating to land use are considered less than significant under CEQA, for the reasons discussed above. For informational purposes, the EIR will discuss the project's land use effects.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	☐	☐	☒	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	☐	☐	☒	☐	☐

Scenic Vistas

There are limited public scenic vistas of the city and San Francisco Bay in the project vicinity. The topography of the project area is hilly, which allows views of other parts of the city. The nearest public open space is Lafayette Park located approximately three blocks to the northwest. The proposed project, at 12 and 25 stories, would be visible along Pine Street and north and south along Van Ness Avenue and Franklin Street. Most views of the project site at street-level vantage points are screened by intervening buildings.

Lafayette Park is a four-square block park, closest to the project site at the corner of Sacramento and Gough Streets. The eastern portion of Lafayette Park slopes upward to the west from Gough Street. The park provides scenic vistas to the east and south. The southeastern portion of the park faces the project site and portions of the proposed towers would be visible, but views of the proposed building from most of Lafayette Park would be screened by the intervening multi-story buildings on Gough and Franklin Streets and mature trees within Lafayette Park itself.

In summary, the proposed project would not be expected to substantially degrade or obstruct any scenic views or vistas. The project's affect on scenic vistas and views will not be discussed in the EIR.

The proposed project would not substantially damage any scenic resources, as none exists on the project site.

Views from Private Residences

The proposed towers would be visible from some residential buildings in the area, including the upper floors of residential buildings along Franklin, California, and Pine Streets and Van Ness Avenue. From all of these private residences, the proposed project could block views of the surrounding buildings and hills.

Reduced private views from some nearby residences would be an unavoidable consequence of the proposed project and would be an undesirable change for those individuals. Given the dense urban setting of the proposed project and the limited extent of the reduction in private views, the minimal effect on scenic vistas, and absence of damage of scenic resources; the proposed project's impact on private views does not rise to the level of a potentially significant environmental impact. The project's environmental effect on private views will not be discussed further in the EIR.

Aesthetic Effect

The immediate project vicinity is characterized by a variety of building heights and massing, ranging from traditional and modern one- to four-story buildings to the modern 26-story Holiday Inn (on Van Ness Avenue) and the 14-story San Francisco Towers life-care facility (1641 Pine Street) across from the project site. As noted in the previous Land Use section, the distinctive characteristic of the larger area surrounding the project site is the mix of land uses and building types. There are multiple pockets of older low-density residential buildings (one- and two-units), to the west and east, and older one- to three-story-commercial buildings along Franklin Street and Van Ness Avenue. There are also a number of newer, taller, and high-density residential and commercial buildings.

The proposed project would feature articulated curved curtain walls adjacent to the entry plaza. The building height and form would reflect some of the building types, heights, and massings found in the project vicinity. The building would have punched windows and would be clad in pre-cast concrete. Each façade would have vertical sections of concrete siding punctuated with windows flush with the exterior wall alternating with vertical sections of recessed decks, windows, and doors. Eleven street trees would be proposed as part of the project around the project perimeter.

The proposed project's 25-story west tower along Pine and Franklin Streets would be taller than all of the buildings in the vicinity except for the 26-story Holiday Inn directly across Van Ness Avenue. The seven-story base building would be similar in height to the six-story apartment building located across Franklin Street on the southwest corner of the California Street intersection. The 12-story east tower along Pine Street would be similar in height to the 14-story San Francisco Towers building across the street and the 12-story, 47-unit residential/medical office building on California Street north of the project block. While the proposed project's west tower would be one of the tallest structures in the neighborhood and would be visually prominent, the proposed building would not be aesthetically inconsistent with the visual character of the existing neighborhood.

Design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. A proposed project would therefore be considered to have a significant adverse effect on visual quality under CEQA only if it would cause a substantial and demonstrable negative change. The proposed project would not cause such a change. The project would change the visual character of the project site, by replacing the site's five one- and two-story buildings and 22-space surface parking lot with a mid-and high-rise residential structure. The proposed project's height and massing would be similar to some existing and proposed buildings. While intensifying the use on the project site, the proposed project would not add a new or visually inconsistent presence to the area. For these reasons, the proposed project would not be expected to cause a substantial and demonstrable negative change or disruption to the existing visual character of the project vicinity. However, for informational purposes visual effects will be discussed in the EIR.

Light and Glare

The proposed project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. The proposed project would include outdoor lighting typical of other multi-unit residential uses in the project vicinity. For these reasons, the proposed project would not result in additional glare beyond that of other typical buildings or that permitted under Resolution 9212. The building would give off more light than the existing buildings due to the proposed project's larger size and area of glazing. These effects are typical of other such structures in the area. Because the proposed project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass, light and glare impacts will not be discussed further in the EIR.

Although the proposed project would not be expected to have a substantial, demonstrable negative aesthetic effect; would not be expected to substantially degrade or obstruct any scenic vista observed from public areas; and would not generate obtrusive light and glare, aesthetics and view effects will be discussed in the EIR for informational purposes.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☒	☐	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐

The existing buildings on the project site are vacant, with the exception of an accounting office and a nonprofit housing developer at 1670 Pine Street and a car rental business at 1644 Pine Street. Approximately ten employees would be displaced from the project site. This loss would be offset by the creation of new jobs with the proposed project.

The proposed project would add 282 housing units to San Francisco's housing stock. Using the average household occupancy rate of 1.43 for Census Tract 151, the resident population of the proposed project's 282 units would be approximately 405 new residents (rounded from 403).[12] The

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[12] Table QT-H3 Household Population and Household Type by Tenure Census 2000 Summary File. Census Tract 151, San Francisco County, California. See *http://factfinder.census.gov/servlet/QTTable?_bm=y&-geo_id=14000US06075015100&-qr_name=DEC_2000_SF2_U_QTH3&-ds_name=D&-_lang=en&-redoLog=false.* Accessed for this report on January 9, 2007.

14,000 sq.ft. of commercial space would accommodate about 40 employees.[13] The total net new on-site population would be approximately 435 persons (405 residents and 40 new employees minus the existing ten employees).

The U.S. Census estimated the year 2000 population of San Francisco at 776,733.[14] The Association of Bay Area Governments (ABAG) projects San Francisco's population to increase to 809,200 in 2010 and to 811,100 in 2020.[15] While potentially noticeable to adjacent neighbors, this net increase in total on-site population of 435 would not substantially change the existing area-wide population, and the resulting density would not exceed levels that are permitted, common, and accepted in urban areas such as San Francisco.

In March 2001, ABAG projected regional needs in the Regional Housing Needs Determination (RHND) 1999-2006 allocation. The jurisdictional need of San Francisco for the eight years from 1999 to 2006 is 20,370 dwelling units or an average yearly need of 2,546 net new dwelling units.[16] The proposed 282 units would fill 11 percent of the yearly need. The Planning Department projects that the San Francisco housing stock will grow by 30,000 units between 2000 and 2025.[17] The proposed 282 residential units would be part of the anticipated growth.

Existing development at the proposed project site is not residential; therefore the proposed project would not displace any residents. Since the net change in employment would be approximately 30 employees (40 new employees minus ten existing employees), they would not be expected to create a substantial demand for housing.

Based on the above analysis, no significant physical environmental effects on housing demand or population would occur due to the proposed project. This topic will not be analyzed in the EIR.

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[13] For the purposes of environmental review, this commercial space is analyzed as a retail/restaurant use. Employment generation factor of 350 sq.ft. per retail/restaurant employee is based on the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, (SF Guidelines).

[14] City and County of San Francisco Planning Department, Housing Element of the General Plan, Part I, May 2004, Graph I-1.

[15] Association of Bay Area Governments, *Projections 2002*, December 2001.

[16] City and County of San Francisco Planning Department, Housing Element of the General Plan, May 2004, page 1.

[17] City and County of San Francisco Planning Department, *Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, First Draft,* February 2003. This report is available for public review electronically on the Planning Department website, *http://www.sfgov.org/site/planning_index.asp?id= 25293.* Accessed for this report on January 9, 2007.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
4. CULTURAL RESOURCES— Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*	☒	☐	☐	☐	☐
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	☐

Archeological Resources

An archeological survey and cultural resources assessment has been prepared for the proposed project by an independent consultant.[18] The research and conclusions of that study are summarized below. An archeological sensitivity analysis was also conducted by the City.[19]

The project site is situated in what was, prior to the arrival of the first Europeans, the territory occupied by the Costanoan people, a Native American group also referred to as the Ohlone. The project site is located within a one-mile radius of five other prehistoric archeological sites. Furthermore, five other sites within a two-mile radius of the project site have yielded deeply buried, previously unrecorded prehistoric artifacts. The presence of numerous deeply buried prehistoric deposits in an intensively developed area of San Francisco indicates that similar prehistoric/ protohistoric (up to 1775 A.D.) archeological deposits may exist within or adjacent to the proposed project site.

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[18] Allen G. Pastron, Ph.D., *Archaeological Research Design and Treatment Plan for the 1634–1690 Pine Street Project,* San Francisco, California, June 2005.

[19] Randall Dean, City and County of San Francisco, *Archeological Sensitivity (1634 Pine Street),* March 4, 2005. This memorandum is available for public review by appointment as part of Case No. 2004.0764E at the San Francisco Planning Department, 1660 Mission Street, 5th Floor, San Francisco (and at 1650 Mission Street, 4th Floor after April 23, 2007).

During the Spanish, Mexican, and Early American periods (1776-1848), the centers of activity (the village of Yerba Buena, Mission Dolores, and the Presidio) were located at a considerable distance from the project site. No cultural resources from these eras have been previously recorded within the project site or its immediate vicinity.

During the Gold Rush period (1849-1859), the project site was located just east of the encampment known as "Happy Valley", a dense settlement of temporary encampments. During the later Nineteenth Century Period (1860-1906), permanent buildings were constructed, with a dense row of buildings on the project site. The project area burned on the first day of the fire following the 1906 earthquake. Though much of the city was quickly rebuilt after the earthquake and fire, the project site was an exception. According to available maps, only a print shop was on the site in 1913. Several buildings had been constructed on the site by 1949, the date of the next available map.

Cultural artifacts uncovered during the excavation work for the San Francisco Towers Project, located directly across Pine Street from the project site, suggest the potential for finding later Nineteenth Century archeological resources. Cultural materials dating from the 1860s to the 1906 earthquake were found at the depth of ten feet. This find yielded a modest collection of middle-class domestic artifacts that included mainly Euro-American artifacts with a small representation of Chinese artifacts. Similar finds were made at a recent project site in the area, the Kaiser Permanente North Addition Project (bounded by Geary Boulevard and O'Farrell, St. Joseph's, and Lyon Streets).[20]

The report concludes that there is a potential for encountering cultural resources at the site, including prehistoric/protohistoric and later Nineteenth Century archeological resources. Construction of the proposed project would require excavation of 30 to 40 feet, and removal of approximately 39,000 cubic yards of soil. The archeological sensitivity analysis conducted by the City concludes that excavation and foundation support components of the project have the potential to encounter prehistoric deposits and latter 19th century domestic archeological deposits.[21] Given the potential presence of archeological resources on the site, a program of pre-construction archeological testing and evaluation is recommended, as identified in Mitigation Measure 4, pages 70 to 74. Mitigation

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[20] Allen G. Pastron, Ph.D., Archaeological Research Design and Treatment Plan for the 1634–1690 Pine Street Project, op. cit. pages 21 and 22.

[21] Randall Dean, op cit.

Measure 4 additionally sets forth programs for archeological monitoring and data recovery, should archeological resources be discovered. Implementation of this mitigation measure would reduce potential archeological resource impacts to less-than-significance. Therefore, this topic will not be discussed in the EIR.

There are no known paleontological resources at the project site, and, therefore, the project would not result in any adverse effects on paleontological resources.

Historic Architectural Resources

The project site consists of a surface parking lot, four unreinforced masonry buildings (UMBs), and one concrete building. A state-mandated UMB ordinance was passed after the 1989 Loma Prieta earthquake. It requires a minimum upgrade of the four UMBs on the site to a standard of structural seismic safety, or the demolition of those structures for which the project sponsor cannot justify the expense entailed in a seismic upgrade. As part of the 1984 Splendid Extended Study, San Francisco Architectural Heritage awarded the four buildings a "C" rating, recognizing them as having contextual significance to their neighborhood.[22] Those buildings are 1650, 1656, 1660, 1670 Pine Street. Buildings with a "C" rating are distinguished by their scale, materials, compositional treatment cornice, and other features. They provide the setting for more important buildings and they add visual richness and character to an area.[23] Many C-rated buildings may be eligible for the National and/or California Registries as part of a historic district, even though they may not be eligible individually. These buildings have not been included in any of the other historical resource surveys or inventories completed in San Francisco. The buildings are not listed in the National Register of Historic Places, Article 10 of the *Planning Code* (which lists City-designated Landmarks and buildings within City-designated Historic Districts), or Article 11 of the *Planning Code* (which rates buildings' architectural significance).

Three buildings on the project site were designed by the firm of Heiman & Schwartz (1650, 1660, and 1670-1680 Pine Street). Samuel Heiman was a City Architect, and many of his surviving works are local landmarks, either eligible in or contributory to the National Register, and most appear on some informational surveys. By all indications, he may be considered a master architect in the context of San Francisco. The set of buildings also represent a dwindling number of early ancillary automobile-oriented structures, such as storage and repair garages, tire shops, and showrooms dating from the 1900s to the 1920 along Van Ness Avenue—San Francisco's historic automobile row—comprising a potential automotive-themed district.[24] Thus, the buildings are considered historic architectural resources, both individually and contributory to the potential historic district, for the purposes of CEQA.

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[22] Patrick McGrew, McGrew/Architecture, *1600 Block Pine Street Historic Resources Evaluation Report,* San Francisco, California, July 2005. This report is available for public review by appointment in Project File No. 2004.0764E at the Planning Department, 1660 Mission Street, San Francisco (and at 1650 Mission Street, 4th Floor after April 23, 2007). .

[23] San Francisco Architectural Heritage, *Definition of Survey Ratings.* These definitions are available online for public review at *http://www.sfheritage.org/images/SurveyRatings.pdf.* Accessed for this report on January 12, 2007.

Pursuant to CEQA Guidelines Section 15064.5, a project would have a significant effect if it would cause a substantial adverse change in the significance of a historical resource. A "substantial adverse change" is defined by CEQA Guidelines Section 15064.5 as "demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." Therefore, demolition of the existing buildings on the project site would be a significant historical architectural resource impact. This topic will be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
5. TRANSPORTATION AND CIRCULATION—Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☒	☐	☐	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	☒	☐	☐	☐	☐

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[24] Moses Corrette, Planning Department Reviewer, memo to Tammy Chan, Major Environmental Analysis, *Historic Resource Evaluation Response for 1634-1690 Pine Street.* This memo is available for public review by appointment in Project File No. 2004.0764E at the Planning Department, 1660 Mission Street, San Francisco, California (and at 1650 Mission Street, 4th Floor after April 23, 2007).

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☒	☐	☐
e) Result in inadequate emergency access?	☒	☐	☐	☐	☐
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	☒	☐	☐	☐	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	☒	☐	☐	☐	☐

The surrounding streets in the area include east-west and north-south arterials and local residential streets. Pine Street, running along the project site, is a major three-lane west-bound cross-town street. Franklin Street, running along the western edge of the project site, is a major three-lane north-bound cross-town street. Van Ness Avenue, just east of the project block, is a north-south arterial with three travel lanes in each direction. It serves as Highway 101 between Market Street and Lombard Street. There is on-street parking on both sides of Pine and Franklin Streets and Van Ness Avenue, with p.m. peak hour parking prohibited on the south side of Pine Street and the west side of Franklin Street.

A transportation study is being prepared for the proposed project, and a discussion of traffic impacts will be included in the EIR. The proposed project would include 332 off-street parking spaces in a three-level subterranean garage accessed from Pine Street. The addition of residents and employees on the project site would increase demand on the local transportation system, including increased traffic, public transit, and parking demands. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on parking, loading, pedestrian and bicycle traffic, as well as construction traffic impacts. The EIR will also discuss the project's cumulative effects on transportation.

The proposed project would not result in a change in air traffic patterns, and, therefore, would not result in substantial safety risks related to air traffic. This issue will not be discussed in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☒	☐	☐

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip; these issues are, therefore, not applicable and not addressed herein.

Ambient noise levels in the project vicinity are typical of noise levels in greater San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, and emergency vehicles. Pine and Franklin Streets and Van Ness Avenue are all heavily trafficked and generate moderate to high levels of traffic noise. Observation indicates that surrounding land uses do not conduct noticeably noisy operations.

Effects on Ambient Noise Levels

Traffic Noise

Traffic is the noise source that makes the greatest contribution to ambient noise levels throughout most of San Francisco. Traffic volumes in an area would have to approximately double before the increase in ambient noise levels would be noticeable to most people. The project's contribution to traffic volumes would be expected to be a small fraction of the existing traffic in the densely developed project vicinity. Therefore, the proposed project would not be expected to cause traffic volumes to double at any study location, and it would not have a noticeable effect on ambient noise levels in the project vicinity.

Operational Noise

The proposed project would include mechanical equipment, such as forced air mechanical ventilation, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29, Section 2909, which limits noise from building operations. Substantial increases in the ambient noise level due to building equipment noise would not be anticipated. The new residential units and commercial space would generate noise similar to that generated by nearby uses, and would not result in significant noise impacts. At the project location, operational noise would not be expected to be noticeable, given background noise levels along Pine, Franklin, and California Streets and Van Ness Avenue.

Construction Noise

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, do not exceed 80 dBA[25] at a distance of 100 feet from the source. Impact tools, such as jackhammers and impact wrenches, must have both the intake and exhaust muffled to the satisfaction of the Director of Public Works. The project sponsor anticipates using reinforced concrete footings and retaining walls, not piles, because the dense underlying dune sand is stable. Therefore, the project would not result in unusual levels of groundborne vibration that would disturb nearby residents or businesses, and vibration impacts would be less than significant.

Reinforced concrete floor and roof decks would be used in the subterranean parking garage and the street-level podium. Post-tensioned slabs would be used for the floor and ceiling assembly of the residential stories above grade. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project demolition and construction operations would comply with the Noise Ordinance requirements.

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[25] dBA is the symbol for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A-weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

Noise Exposure

The proposed development would consist primarily of residential uses, along with commercial uses. For areas with background noise levels between 60 and 70 decibels, the *San Francisco General Plan* states that "new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design."[26] There are no special noise insulation requirements for background noise levels below 60 decibels. For areas with background noise levels greater than 70 decibels, "new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design."

Background noise levels have been measured at about 65 decibels at the project site. Thoroughfare noise levels have been measured at 70 decibels on Pine Street and Franklin Street adjacent to the project site.[27] Since the background noise environment would be between 60 and 70 decibels, the project would include noise attenuation features such as noise insulation in the walls and windows.

Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential structures. Title 24 requires that residential structures (other than detached single-family dwellings) be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. This standard is consistent with the City of San Francisco's Noise Element Policies for indoor residential use. To ensure that occupants of the proposed residential units would not be adversely affected by proximity to traffic noise, noise insulation measures would be included as part of the design for the project, as required by Title 24. The DBI would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet Title 24 standards regarding sound transmission. No building permit would be issued by DBI unless the project design is found to conform to these standards. If determined necessary by DBI to assure that the design would meet the interior noise level goal, a detailed acoustical analysis of the exterior wall architecture/structure could be required. Compliance with Title 24 of the California Code of Regulations would ensure that existing noise levels would not substantially impact project residents.

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[26] *San Francisco General Plan*, Environmental Protection Element, Land Use Compatibility Chart for Community Noise.

[27] *San Francisco General Plan*, Environmental Protection Element, Map 1, Background Noise Levels, 1974, Map 2, Thoroughfare Noise Levels, 1974.

In summary, project-related noise, including traffic, construction, operational, and interior noise, would not result in significant environmental impacts and noise impacts will not be analyzed in the EIR.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7.	**AIR QUALITY** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐

Construction Emissions

Demolition, excavation, grading, foundation construction, and other ground-disturbing construction activity would temporarily affect localized air quality for about three months during excavation and shoring, and for about three months during construction of the foundation, retaining walls, garage floor, and the podium platform, causing temporary and intermittent increases in particulate dust and other pollutants. Excavation and movement of heavy equipment could create fugitive dust and emit nitrogen oxides (NOx), carbon monoxide (CO), sulphur dioxide (SO_2), reactive organic gases or hydrocarbons (ROG or HC), and particulate matter with a diameter of less than 10 microns (PM_{10}) as a result of diesel fuel combustion. Fugitive dust is made up of particulate matter including PM_{10} and

$PM_{2.5}$. Soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed.

Sensitive receptors in proximity to the proposed project site include seniors in the SF Towers residential life-care facility directly across Pine Street and seniors, children, or other persons with respiratory ailments, in apartment buildings along Franklin Street.

While construction emissions would occur in short-term, temporary phases, they could cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in its *CEQA Guidelines*, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. The BAAQMD has also identified a set of feasible PM_{10} and $PM_{2.5}$ control measures for construction activities. Soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed. Basic BAAQMD construction control measures are implemented at all construction sites, and optional control measures are additionally indicated where projects are close to sensitive receptors.

The BAAQMD's basic and optional PM_{10} construction control measures have both been incorporated into Mitigation Measure 1, page 67, in order to reduce the quantity of dust generated during site preparation and construction and protect nearby sensitive receptors. With implementation of Mitigation Measure 1, the proposed project would reduce the effects of construction-related air quality impacts to a less-than-significant level.

Traffic Emissions

The BAAQMD has established screening methods to determine whether development projects could exceed significance thresholds for air quality impacts of project operations and therefore require a detailed air quality analysis.[28] The BAAQMD generally does not recommend a detailed air quality analysis for residential projects with fewer than 320 single-family or 510 multi-family units, or for projects that would generate fewer than 2,000 vehicle trips per day. The proposed project would include approximately 282 residential units, approximately 14,000 sq.ft. of commercial space,[29] and would generate about 1,585 daily vehicle trips, less than the 2,000-trip threshold.[30] Therefore, no detailed air quality analysis is needed, and no significant air quality impacts due to vehicular emissions would be generated by the proposed project. Air Quality effects will not be discussed in the EIR.

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[28] See BAAQMD *CEQA Guidelines,* April 1996, Revised December 1999, page 25.

[29] For the purposes of environmental review, the commercial space is analyzed as a retail/restaurant use.

Odors

The project would not result in a perceptible increase or change in noxious odors on the project site or in the vicinity of the project, as it would not include uses prone to generation of noxious odors. Observation indicates that surrounding land uses are not sources of noticeable odors, and therefore, would not adversely affect project residents.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	☒	☐	☐	☐	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☒	☐	☐	☐	☐

Shadow

The proposed project would shade adjacent properties, but would not increase the total amount of shading in the neighborhood above levels which are common and generally accepted in urban areas. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. *Planning Code* Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Department, by any structure exceeding 40 feet, unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. The nearest Recreation and Park Department property is Lafayette Park. To determine whether this proposed project would conform to Section 295, a shadow fan study was prepared by the Planning Department.[31] The shadow fan study indicated that the proposed project has the potential to cast new shadows on Lafayette Park; however, the shadow fan study did not take into consideration intervening buildings' existing shadows and topography. Therefore, a detailed shadow study will be prepared to determine the potential shadow impact on Lafayette Park. Shadow effects will be discussed in the EIR.

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[30] Luba C. Wyznyckyj, LCW Consulting, *Summary of Daily and PM Peak Hour Trip Generation*, Table, September 12, 2006. This table is available for public review by appointment in Project File No. 2004.0764E at the Planning Department, 1660 Mission Street, San Francisco, California (and at 1650 Mission Street, 4th Floor after April 23, 2007).

Wind

Large buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. To provide a comfortable wind environment for San Franciscans, the City established specific comfort criteria for evaluation of proposed buildings.[32] The pedestrian comfort criteria are based on pedestrian-level wind speeds, which include the effects of turbulence. These adjusted wind speeds are referred to as "equivalent wind speeds." The *Planning Code* establishes an equivalent wind speed of seven miles per hour in seating areas and 11 miles per hour in areas of substantial pedestrian use as comfort criteria. New buildings and new additions to buildings may not cause ground-level winds to exceed these levels more than ten percent of the time year-round between 7:00 a.m. and 6:00 p.m. If existing wind speeds exceed the comfort level, new buildings and additions must be designed to reduce ambient wind speeds to meet these requirements. An exception to this requirement may be permitted but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind-baffling measures cannot be adopted without unduly restricting the development potential of the building site in question.

The *Planning Code* also establishes as a hazard criterion an equivalent wind speed of 26 miles per hour for a single full hour per year. No building or additions to buildings would be permitted that would cause wind speeds to exceed the hazard level for more than one hour of any year. A wind tunnel test will be performed and the effects of the proposed project will be compared to the applicable criteria. The EIR will analyze the project's effects on existing wind conditions.

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[31] Glen Cabreros Planner, San Francisco Planning Department, April 3, 2007. A copy of this letter is available for public review by appointment as part of Project File No. 2004.0764K at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

[32] The *Planning Code* specifically outlines these criteria for several districts within the city. For CEQA purposes, the provisions of Section 148 apply city-wide, as laid out here.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐
c) Physically degrade existing recreational resources?	☐	☐	☐	☒	☐

Recreation and Park Department properties in the project vicinity include Lafayette Park, a four-square-block public park bounded by Washington, Gough, Sacramento, and Laguna Streets about two blocks north of the project site. The proposed project would provide private on-site open space for project residents, through a combination of a common courtyard and private balconies. There would also be a small fitness center for residents. The project would be located within walking distance of the Lafayette Park. Thus, project residents would have convenient access to private and public open space. However, with a residential population of approximately 405 people, the project would not substantially increase demand for or use of Lafayette Park, or citywide facilities such as Golden Gate Park, such that substantial physical deterioration would be expected. The incremental residential growth that would result from the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities. The proposed project would have no direct effect on existing recreational facilities, and this topic will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☐	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

The proposed project would increase demand for and use of utilities and service systems, but not in excess of amounts expected and provided for in this area.

Sewer and Wastewater Treatment Plant Capacity

The project site is served by San Francisco's combined sewer system, which handles both sewage and storm water runoff. No major new sewer construction would be needed to serve the proposed project, and no extension of any existing sewer trunk line would be required. Wastewater treatment for the east side of the city is provided primarily by the Southeast Water Pollution Control Plant. The proposed project would meet wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[33] The proposed project would have little effect on the total wastewater volume discharged through the combined sewer system, since all of the project site is currently covered with the impervious surfaces of the existing buildings and the surface parking lot, and storm water runoff (as opposed to wastewater) contributes greatly to the total flow. The proposed project would not result in a substantial increase in demand for wastewater treatment, and thus it would not result in a significant impact.

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[33] City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

Water Supply Facilities

The proposed project's commercial uses and the 282 new residential units would generate an increase in water demand on site of about 26,050 gallons per day.[34] There is currently limited consumption of water on the project site associated with the existing office uses. The proposed project would incrementally increase the demand for water in San Francisco. The new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the *California State Building Code* Section 402.0(c). The projected water consumption for the proposed project is an increment of the total increase anticipated between 2005 and 2030 in the San Francisco Public Utilities Commission's (SFPUC's) *2005 Urban Water Management Plan (UWMP),* and an adequate water supply would be available for the project.[35]

Because project water demand could be accommodated by the existing and planned supply, as anticipated under the SFPUC's *2005 UWMP*, and would use best-practices water conservation devices, it would not result in a substantial or adverse increase in water use. Therefore, it would not result in a significant environmental impact.

Solid Waste

San Francisco's solid waste is disposed of at the Altamont Landfill. With existing waste diversions (through recycling, composting, etc.) and a substantial expansion of the landfill in 1997, the facility will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with the project construction and operation would not substantially affect the projected life of the Altamont Landfill, and this impact would be less than significant. The size and types of uses proposed with the project would not be expected to exceed published national, state, or local standards relating to solid waste or litter control.

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[34] SFPUC, *2005 Urban Water Management Plan for the City and County of San Francisco*, December 2005, p. 40. The current gross per capita consumption rate for residents in San Francisco is 62 gallons per day per capita. Commercial water use is estimated at 95 gallons per day per 1,000 sq.ft. of commercial land use (San Francisco Planning Department, Mission Bay Final EIR, Table L.3: Mission Bay Project Total Daily Water Demand, p. L.9).

[35] The SFPUC's *2005 Urban Water Management Plan* is based on the San Francisco Planning Department's current long range growth projections—*Land Use Allocation 2002*—an estimate of total growth expected in the City and County of San Francisco from 2000 – 2025. These projections have similar employment growth and approximately 15,000 higher household growth than ABAG Projections 2002.

In light of the above, utilities and service systems would not be adversely affected by the project, individually or cumulatively, and the proposed project would not be expected to have a significant impact on utilities and service systems. These topics will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11. PUBLIC SERVICES—Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☒	☐	☐

Police and Fire Protection

The project site presently receives police and fire protection services, and the proposed project would create additional demand for police service and fire suppression in the area. The proposed project would add a large residential high-rise development, containing 282 dwelling units and approximately 14,000 sq.ft. of commercial space for a total of approximately 405 residents and 40 employees. Police service to the project site is provided by the Tenderloin Station located at 301 Eddy Street (one mile from the project site). The nearest fire stations are Station 3 at 1067 Post Street (near Polk Street, 0.3 miles from the project site), Station 38 at 2150 California Street (near Laguna Street, 0.5 miles from the project site), and Station 41, located at 1325 Leavenworth Street (near Jackson Street, 0.6 miles from the project site). Although the proposed project could increase the number of service calls received from the area as a result of the increased concentration of activity on site, the increase would not be substantial in light of the existing demand for police and fire protection services in the project area. Development and the changing need for services in the police and fire department service areas are monitored annually by the Police and Fire Departments, and associated staffing, equipment, and facility needs are addressed each year through the City's annual operating and capital budget process. For these reasons, the proposed project would not be expected to have a significant impact on police or fire services.

Schools

Some of the new residents of the proposed 282-unit residential development may be families with school age children. The 282 units would include 139 one-bedroom units and 143 two-bedroom units, and would generate approximately 57 students.[36] It is anticipated that existing schools could accommodate these students. The nearest elementary school is the Redding Elementary School at 1421 Pine Street, two blocks east on Pine Street and the Tenderloin Elementary School at 627 Turk Street about half a mile from the project site. The nearest middle school, Benjamin Franklin Middle School, is about 15 blocks (one mile) away at 1430 Scott Street in the Western Addition. The closest public high school is Galileo High School at 1150 Francisco Street about 15 blocks to the north.

The San Francisco Unified School District (SFUSD) is currently not a growth district, and facilities throughout the city and county are generally underutilized. The SFUSD currently has more classrooms district-wide than it needs, and the surplus is predicted to increase over the next ten years as enrollment shrinks.[37] The SFUSD has responded to these trends recently with its decisions in January 2006 regarding school closures and mergers.[38] No construction of schools is planned near the project site. An increase in students associated with the proposed project in light of declining annual enrollment would not substantially change the demand for schools, and the school district would be able to serve the students generated by the proposed project. As is standard for all new development projects, the proposed project would be assessed $1.72 per gross square foot of residential space. These funds could be used to rehabilitate underutilized schools to accommodate the additional students generated by the project.[39] Thus, the proposed project would not create a substantial adverse fiscal or service impact to San Francisco's schools. The proposed project would not result in a significant unmet demand for school facilities nor contribute to a cumulatively significant unmet demand in San Francisco. For the reasons above, the proposed project's impact on school facilities would be less than significant.

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[36] The California State Department of Education uses the statewide student generation rates they developed from statewide sampling across the full spectrum of types of dwelling units of 0.5 elementary or middle school students and 0.2 high school students per dwelling unit. These rates are used for facility planning purposes by districts that have not developed their own rates. Since the state rates do not reflect the concentrated urban conditions, the San Francisco Unified School District (SFUSD) uses a student generation rate of 0.203 students per new housing unit. See discussion in the Eastern Neighborhoods Rezoning and Community Plan Initial Study (Case No. 2004.0160E, December 17, 2005) and the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final EIS/EIR, March 2004; p. 4-19; prepared for the U.S. Department of Transportation Federal Transit Administration, City and County of San Francisco, Peninsula Corridor of Joint Powers Board, and San Francisco Redevelopment Agency.

The Eastern Neighborhoods Rezoning and Community Plan Initial Study is available for review by appointment at the Planning Department, 1660 Mission Street, San Francisco, in Case No. 2004.0160E, and is available online at *http://www.sfgov.org/site/uploadedfiles/planning/EasternNeighborhoodsIS.pdf.* Accessed for this report January 16, 2007.

The Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final EIS/EIR is available for review by appointment at the Planning Department, 1660 Mission Street, San Francisco, as part of Case No.2004.048E and at *http://www.transbaycenter.org/TransBay/uploadedFiles/Documents/Environmental/Final_EIS-EIR/FEIS_Ch4_Part%201.pdf.* Accessed for this report January 9, 2007.

[37] SFUSD, *Facilities Master Plan*, 2003.

[38] San Francisco Unified School District, Office of Public Engagement and Information, Memorandum dated January 19, 2006, available online at: *http://portal.sfusd.edu/data/home/School_Closure_Decisions.pdf.* Accessed for this report January 9, 2007.

As discussed above, the proposed project's impacts on police and fire protection and school facilities would be less than significant and these topics will not be analyzed further in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
12. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐

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[39] Ms. Lorna Ho, Special Assistant to the Superintendent, SFUSD, telephone conversation, Scott T. Edmondson, AICP, February 1, 2006.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

The project site is within a developed area of the city, and is completely covered by the impervious surfaces consisting of the existing surface parking lot and five buildings. The project site does not support vegetation and does not provide habitat for rare, threatened, or endangered species, or resident or migratory birds.

The San Francisco Board of Supervisors (BOS) adopted legislation, Ordinance No. 17-06, that amended the City's Urban Forestry Ordinance, *Public Works Code* Sections 801 et seq., to require a permit from the DPW to remove any protected trees. Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco.

A landmark tree has the highest level of protection and must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character, and has been found worthy of landmark status after public hearings at both the Urban Forestry Council and the BOS. A significant tree is a tree that is: a) either on private property or DPW property, b) within ten feet of a public right-of-way, and has either c) a diameter at breast height (DBH)[40] greater than 12 inches, a height greater than 20 feet, or a canopy greater than 15 feet. A street tree is a tree within the public right-of-way or on DPW's property. Removal of a landmark, significant, or a street tree requires a permit from DPW and replacement on a one-for-one basis (one tree removed, one tree planted). Also, all such trees are subject to certain maintenance and protection standards. The San Francisco Planning Department, DBI, and DPW have established guidelines to ensure that the provisions concerning protected trees are implemented. As part of these guidelines, the Planning Department requires that a "Tree Disclosure Statement" accompany all permit applications that could potentially impact a protected tree whether the tree is on the project site or adjacent sites.

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[40] Breast height is 4.5 feet above the ground surface surrounding the tree.

Of the 18 trees on the project site or in the public right-of-way, none have been designated "Landmark" under the BOS legislation.

There are seven trees planted in the sidewalk along Pine Street in front of the project site: six Eucalyptus Sideroxyln and one Loquat. They range from approximately 20 to 40 feet in height to the top of the canopies and from 3.5 to 16 inches DBH. The six Eucalyptus Sideroxyln trees would be "significant trees" and the Loquat would be a "street tree" under the BOS legislation and all seven of them would be protected.

The 11 trees located in the surface parking lot on the northeast corner of Pine and Franklin Streets include four Magnolia Grandifolia trees range from four to eight inches in diameter and are under 20 feet in height to the top of the canopies. None of them would meet the criteria of a significant or street tree under the BOS legislation, and therefore are not protected. The three Ficus Benjimani trees are within ten feet of the public right-of-way; and are 25 feet tall or higher to the top of the canopies; are from 16 to 18 inches DBH; and are therefore considered significant trees under the BOS legislation. The four Pittespom trees are within ten feet of the public right-of-way; are approximately 12 to 15 feet high to the top of the canopies; are from five to nine inches DBH; and do not meet the BOS legislation criteria for protected trees.

In summary, 10 of the 18 trees are protected trees under the BOS legislation: the six Eucalyptus Sideroxyln trees and one Loquat tree along Pine Street, and the three Ficus Benjimani trees along Franklin Street. Under the proposed project, all 18 existing trees described above would be removed and 11 new trees would be planted (seven trees along Pine Street and four trees along Franklin Street). Accordingly, the project sponsor would be required to obtain a tree removal permit from DPW.[41] The proposed project would plant one more replacement tree (11) than the 10 protected trees it would remove, therefore, the project would exceed DPW's one-to-one replacement requirement for protected trees and would comply with the BOS legislation regarding tree removal. The proposed project's biological resource effects would be less than significant and will not be discussed in the EIR.

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[41] As part of the review process for an application for street or significant tree removal, a DPW inspector would evaluate the trees proposed for removal. If DPW approves the tree to be removed, a notice will be posted for a period of up to 30 days. If objections to the tree removal are received, a public hearing would be scheduled before a hearing officer. The hearing officer would make a recommendation to the DPW Director, who would issue a final decision. The DPW Director's decision may be appealed to the Board of Permit Appeals.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
13. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒	☐

San Francisco is well served by its sewer system; therefore the ability of soil at the project site to support sewage tanks or alternative wastewater disposal systems would not affect disposal of the proposed project's wastewater. The issue is therefore not addressed below.

The site vicinity and surrounding sidewalks generally slope downward toward the east and southeast. A geotechnical review, including soil borings, was prepared by a California-licensed geotechnical engineer for the proposed project.[42] The geotechnical report includes a site reconnaissance, testing and laboratory analysis of soil samples, a geologic and seismic hazard evaluation of the project site, and a review of available subsurface information at the project site and its vicinity. The purpose of the review was to evaluate subsurface conditions at the project site and present preliminary geotechnical conclusions and recommendations for evaluating the feasibility of constructing the proposed project. The conclusions of the geotechnical review are included in the discussion below.

Site Conditions

The project site is underlain by fine-grained sand, geologically referred to as dune sand, that extends beyond the maximum explored depth of 40 feet below ground surface. Dune sand is generally loose at the surface and becomes denser with depth. The dune sand may be underlain by the Colma formation, which typically consists of dense to very dense clean and silty sand, but often contains layers of stiff to hard sandy clay and clay. Beneath the dune sand and/or the Colma formation is bedrock of the Franciscan Complex. Groundwater was encountered at a depth of about 30 feet below the ground surface.

Seismically-Induced Hazards

It is likely that the project site would experience periodic minor earthquakes, and possibly a major (moment magnitude[43] [Mw] greater than 7) earthquake, on one or more of the nearby faults during the life of the proposed development. The project site is located approximately seven miles from the San Andreas Fault, the closest mapped active fault in the project vicinity. The Working Group for California Earthquake Probabilities estimated a 70 percent probability of an earthquake of Mw 6.7 or greater occurring on one of the major faults in the Bay Area within the next 30 years.

The project site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known fault or potentially active fault exists on the project site. In a seismically active area, such as the San Francisco Bay Area, the remote possibility exists for future faulting in areas where no faults previously existed. The geotechnical study found no evidence of active faulting on the project site and concludes that the risk of surface faulting at the project site is low. However, during an earthquake, the ground at the project site would experience very strong shaking. Strong shaking during an earthquake can result in ground failure associated with soil liquefaction,[44] lateral spreading,[45] and cyclic densification.[46]

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[42] Richard D. Rodgers, Geotechnical Engineer, Treadwell & Rollo, *Geotechnical Review, 1634-1690 Pine Street, San Francisco, California,* prepared for A.F. Evans, April 3, 2006. This report is on file with the Planning Department, 1660 Mission Street, Suite 500, San Francisco (or at 1650 Mission Street, 4th Floor, after April 23, 2007), and is available for public review, by appointment, as part of Project File No. 2004.0764E.

[43] Moment magnitude is an energy-based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture area.

The project site is not within a Special Geologic Study Area as shown in the Community Safety Element of the *San Francisco General Plan* (Map 4), designated as potentially liquefiable on a map titled "Zones of Liquefaction Potential, City and County of San Francisco," published by the California Department of Conservation, Division of Mines and Geology. Based on the soil borings conducted at the project site and records of borings at nearby sites, the geotechnical review found that the soils beneath the project site have a very low potential for liquefaction and lateral spreading. Nevertheless, the review recommends further investigation for liquefaction and differential compaction during a detailed geotechnical study of the project site.

The project site is not in an area subject to landslide, tsunami run-up, or reservoir inundation hazards (Maps 5, 6, and 7 in the Community Safety Element).[47]

Geotechnical Recommendations

The geotechnical investigation review finds that the proposed project would be feasible from a geotechnical standpoint but that construction would face the following geotechnical issues: 1) potentially strong ground shaking during an earthquake; 2) foundation support and settlement; 3) shoring of the sides of the excavation; and 4) encountering groundwater during excavation.

The conclusions of the geotechnical review addressing these issues are summarized below. Subsequent design and development of the building plans may refine the proposed methods. In addition, the final building plans would be reviewed by DBI, which could require that additional site-specific soils report(s)—or other studies—be prepared in conjunction with permit applications, as needed. The geotechnical recommendations are summarized as follows:

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[44] Liquefaction is a phenomenon in which saturated, cohesionless soil experiences a temporary loss of strength due to the buildup of excess pore water pressure, especially during cyclic loading such as that induced by earthquakes. Soil most susceptible to liquefaction is loose, clean, saturated, uniformly graded, fine-grained sand and silt of low plasticity that is relatively free of clay.

[45] Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

[46] Cyclic densification is a phenomenon in which non-saturated, cohesionless soil is densified by earthquake vibrations, causing settlement.

[47] City and County of San Francisco, Community Safety Element, San Francisco General Plan, April 1997.

- *Site Preparation.* Remove all existing structures, foundations, pavements and existing utilities during demolition.
- *Foundation.* Use a waterproof mat foundation bearing on dense dune sand designed to resist hydrostatic uplift due to groundwater pressures. Footings are not suitable.
- *Foundation.* Should be designed for allowable bearing pressures on the order of 4,000 to 6,000 pounds per square foot (psf) for dead plus live loads and 5,000 to 8,000 psf for total design loads (including seismic).
- *Underpinning Design.* The need for shoring to support sides of the excavation and the need for underpinning to support adjacent buildings should be evaluated based on the depth of the new and existing building foundations and the type of shoring used.
- *Dewatering.* To provide a stable subgrade during construction, groundwater should be drawn down at least three feet below the bottom of the excavation.

Excavation

Construction of the below-grade parking garage for the proposed project would require excavation of approximately 39,000 cubic yards of soil. Soil removed from the site would be trucked to an appropriate landfill following testing pursuant to City and State requirements.

The final building plans would be reviewed by DBI. In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspector's working knowledge of areas of special geologic concern. The above-referenced geotechnical investigation would be available for use by DBI during its review of building permits for the project site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed.

To ensure compliance with all *Building Code* provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and other seismic hazards. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through DBI review of the building permit application pursuant to its implementation of the *Building Code.* For all of the above reasons, the proposed project would not result in a significant impact related to geology and soils.

In view of the above, the project would not have a significant impact regarding geology, seismicity, or soils, and these topics will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
14. HYDROLOGY AND WATER QUALITY—Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

Water Quality

All wastewater from the proposed building and storm water runoff from the project site would flow into the city's combined sewer system, to be treated at the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. Treatment would be provided pursuant to the effluent discharge limitations set by the Plant's National Pollutant Discharge Elimination System (NPDES) permit. During operations, the proposed project would comply with all local wastewater discharge requirements, and therefore the proposed project would cause no degradation or contamination of groundwater supplies.

Groundwater Resources

There is no current recharge of groundwater at the project site as it is completely covered by impervious surfaces and would remain so with project implementation. The proposed project would involve excavation up to a depth of 30 to 40 feet below the surface. Groundwater was encountered at a depth of about 30 feet below ground surface during geotechnical investigation, therefore groundwater would be encountered during excavation.

Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified of projects necessitating dewatering and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, DPW would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring. There would be no need for permanent dewatering with the watertight foundation system described above.[48]

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

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[48] Ibid.

Soil would be exposed during site preparation. During construction, requirements would be implemented pursuant to *Building Code* Chapter 33, Excavation and Grading, ensuring no siltation of the sewer system would occur.

Flooding and inundation hazards are not an issue because the project site is not in an area prone to flooding or inundation.

Based on the information presented above, there would be no significant water quality, groundwater, flooding, or erosion impacts from the proposed project, and these topics will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☒	☐	☐

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip; these issues are, therefore, not addressed below.

Hazardous Materials Use

During operation, the proposed project would involve residential and commercial uses that would require relatively small quantities of hazardous materials for routine household and business purposes. The proposed project would likely result in the use of common types of hazardous materials such as paints, cleaners, toners, solvents, and disinfectants. All of these products are labeled to inform users of risks, and to instruct them in proper disposal methods. Most of these materials are consumed or neutralized through use, resulting in little hazardous waste. The nearest school is within a quarter-mile of the project site, however commercial uses would not emit or handle hazardous or acutely hazardous materials in excess of the routine uses indicated above, and businesses are required by law to ensure employee safety by identifying hazardous materials, and adequately train workers. Demolition of existing buildings on the project site and project construction would require implementation of Mitigation Measure 1, to minimize any exposure to hazardous materials. (Also see discussion of asbestos and lead on pages 61 and 62)

For these reasons, hazardous materials use by the proposed project would not pose a substantial public health or safety hazard.

Soil and Groundwater

The project site is not listed under Section 65962.5 of the *California Government Code* (the 'Cortese List')[49] as being a hazardous site, and this topic will not be discussed further.

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[49] This list is compiled by the Department of Toxic Substances Control and includes, but is not limited to, hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites. This list can be viewed online at *http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm*. Accessed for this report on January 16, 2007.

Construction of the proposed project would require excavation of approximately 30 to 40 feet below the ground surface. Phase I and Phase II Environmental Site Assessments (ESAs) were conducted for the proposed project site in August 2003 and August 2004, respectively, and they are summarized below.[50,51]

The Phase I ESA included historical research to identify activities at the project site and adjacent facilities that may have released hazardous materials into the subsurface. The project site has been developed since the late 1800s, and burned and rebuilt after the 1906 earthquake and fire. Initially, the project site was occupied by three residential buildings and a carriage house (1886). By 1913, the project site appears vacant aside from a shed and garage used for wagons with the original structures destroyed in the earthquake-related fires of 1906. Subsequent uses of the project site have included an automobile dealership, an auto repair center, an automobile tire sale shop, an automobile rental center, various storage facilities, and retail and office uses. Other uses on surrounding properties have included a hospital furniture factory, furniture storage, auto dealership lots, parking, retail, residential uses, and the gas station on the corner of Pine Street and Van Ness Avenue.

These activities at the project site and vicinity could have used underground storage tanks for heating oil or automobile fuel and could have released regional contamination from petroleum hydrocarbons in both the soil and groundwater in the project vicinity. The project site itself was listed in public databases of hazardous materials releases performed for the area within a one-mile radius of the project site (the San Francisco Department of Public Health [SFDPH]). At 1634-1644 Pine Street (occupied by the Hertz Rental Car Corporation), a 300-gallon motor oil underground storage tank (UST) was removed on July 16, 1991 along with 62 tons of motor oil-contaminated soil. SFDPH closed the case on December 2, 1994. Analysis indicates the potential for residual soil contamination to a depth of approximately 30 feet. A review of nearby facilities revealed the potential for groundwater contamination to migrate on-site from the 1699 Pine Street property. That site is about 310 feet to the west of the project site and upgradient of the project site, and was formerly a service

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[50] Treadwell & Rollo, Inc., *Phase I Environmental Site Assessment, 1634-1690 Pine Street, San Francisco, California,* August 13, 2003. This report is available for public review by appointment in Project File No. 2004.0764E at the Planning Department, 1660 Mission Street, San Francisco, California (or at 1650 Mission Street, 4th Floor, after April 23, 2007).

[51] Treadwell & Rollo, Inc., *Limited Environmental Site Characterization, 1634-1690 Pine Street, San Francisco, California,* August 2, 2004. This report is available for public review by appointment in Project File No. 2004.0764E at the Planning Department, 1660 Mission Street, San Francisco, California (or at 1650 Mission Street, 4th Floor, after April 23, 2007).

station. Three USTs were removed on May 17, 1991, and the groundwater was found to be contaminated with gasoline. Site reconnaissance of the project site and adjacent properties did not find visible signs of contamination, such as visible staining, leakage, spillage, or ponded liquids or uncontained solids in the buildings or on the concrete sidewalks. As part of a limited Phase II ESA, three subsoil borings on parcels across from the project site found very low levels of petroleum hydrocarbons in shallow soil and slightly elevated lead levels in two samples. Construction of the watertight foundation system identified and recommended in the geotechnical report (identified here in the Geology and Soils Section on page 55) would prevent any contaminated groundwater from entering the project site. As discussed under Geology and Soils, DBI reviews the geotechnical report and building plans for the proposed project, and determines necessary engineering and design features for the project to reduce or eliminate potential hazards. Therefore, potential groundwater hazards would be mitigated through DBI review of the building permit application pursuant to its implementation of the *Building Code.*

In conclusion, the ESA indicated three potentially adverse environmental conditions: (1) the presence of petroleum hydrocarbon contaminated soil underlying the 1634-1644 Pine Street Property; (2) very low levels of petroleum hydrocarbons in shallow soil and slightly elevated lead levels in soils; and (3) potential groundwater contamination beneath the project site. Mitigation Measure 2, pages 68 to 70, would reduce impacts (1) and (2) to less-than-significant levels. The watertight foundation system would prevent any contamination by groundwater.

Hazardous Building Materials

Asbestos

Section 19827.5 of the *California Health and Safety Code*, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD would inspect any removal operation concerning for which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 sq.ft. or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the project site and disposal. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would ensure that potential impacts of demolition due to asbestos would be reduced to a level of insignificance.

Lead-based Paint

Due to the age of the existing buildings proposed for demolition as part of the project, they may contain lead-based paint. Demolition must comply with Chapter 34, Section 3407 of the *San Francisco Building Code*, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on any building built on or before December 31, 1978, or any steel structures to which lead-based paint disturbance or removal would occur, and exterior work would disturb more than 100 sq.ft. or 100 linear feet of lead-based paint, Chapter 34 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 34 contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of work debris beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of DBI of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead-Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures established by the *San Francisco Building Code* would ensure that potential impacts associated with lead-based paint disturbance during construction activities would be reduced to a level of insignificance.

Other Potential Hazardous Materials

The proposed project includes demolition of the existing buildings that may contain Polychlorinated Biphenyls (PCBs) and mercury. Inadvertent release of such materials could expose construction workers, occupants, or visitors to these substances, which could result in various adverse health effects if exposure were of sufficient quantity. Although abatement programs similar to those described for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup, items containing PCBs and mercury that are intended for disposal must be managed as hazardous waste and must be handled in accordance with OSHA worker protection requirements. Nonetheless, potential impacts associated with PCBs and mercury in structures would be considered potentially significant.

Hazardous building materials sampling and abatement, as described in Mitigation Measure 3, page 70, would reduce potential impacts of demolition associated with PCBs and mercury in structures to a less-than-significant level.

Emergency Response Plans

Although no interference with emergency response plans or emergency excavation plans would be expected, occupants of the proposed building would contribute to congestion if an emergency evacuation were required. Article 13, Section 1303.1.1 of the *San Francisco Fire Code* requires that all owners of high-rise buildings (over 75 feet) shall provide to persons entering those buildings specific emergency procedures to be followed in the event of fire or other emergencies. The emergency procedure information shall be made available in a conspicuous area of the structure that is easily accessible to all persons entering the structure. The project sponsor would develop an evacuation and emergency response plan in consultation with the Mayor's Office of Emergency Services & Homeland Security (OES/HS) to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project sponsor's plan would be reviewed by OES/HS and implemented before DBI issued final building permits. Additionally, project construction would have to conform to the provisions of the *Building* and *Fire Codes* which require additional life-safety protections for high-rise buildings. Therefore, no interference with emergency response plans or emergency excavation plans would be expected.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as DBI), in order to ensure conformance with these provisions. The proposed project would conform to these standards, including development of an emergency procedure manual and an exit drill plan. Potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process.

Conclusion

With implementation of Mitigation Measures 2 and 3, and for the aforementioned reasons, project hazards would be less than significant and these topics will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

No mineral resources are located on or near the project site, and the project would have no effect on mineral resources.

The proposed project would consist of mostly residential use, with a small component of commercial uses on the ground floor. Development of these land uses would not consume large amounts of fuel, water, or energy. The proposed project would meet or exceed current state and local standards regarding energy consumption, including Title 24 of the *California Code of Regulations* enforced by DBI. For this reason, the proposed project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources. No substantial environmental effects are expected from the proposed project.

Electric generation to serve the proposed project would consume natural gas and coal fuel to generate electricity for the project. The proposed project would not use substantial quantities of other non-renewable natural resources. It would not use fuel or water in an atypical or wasteful manner. Therefore, the proposed project would not have a significant effect on the use, extraction, or depletion of a natural resource and these topics will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
17. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	☐	☐	☐	☐	☒

No agricultural resources are located on or near the project site, and the project would have no effect on agricultural resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
18. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

The five topics of potentially significant impacts that the EIR will assess include historical resources, transportation and circulation, shadow, and wind. Land uses and visual effects will be included in the EIR for informational purposes.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

The following measures are necessary to avoid potentially significant effects of the proposed project and have been agreed to by the project sponsor. The EIR will include a section of mitigation measures that will include the measures identified in the Initial Study, as well as measures identified in the EIR that could be adopted. As discussed in the topical sections above, the topics addressed by the following mitigation measures will not be addressed in the EIR: construction air quality; hazards related to soils, PCBs and mercury; and archeology.

Mitigation Measure 1

Construction Air Quality

The following measures from the BAAQMD *CEQA Guidelines* would reduce construction air quality impacts to a less-than-significant level:

- Water all construction areas at least twice daily.
- Cover all trucks haling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) if visible soil material is carried onto adjacent streets.
- Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install wind breaks, or plant trees/vegetative breaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
- Limit the area subject to excavation, grading, and other construction activity at any one time.

The project sponsor shall also require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. Without limitation, the contractor shall be required to maintain properly tuned equipment and to prohibit idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2

Hazards (Contaminated Soil)

Step 1: Soil Testing

If required by SFDPH, the project sponsor shall, prior to approval of a building permit for the project, hire a consultant to collect soil samples (borings) from areas on the project site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for petroleum hydrocarbons that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

The project sponsor shall submit the report on the soil testing for petroleum hydrocarbons and a fee of $425 in the form of a check payable to the SFDPH, to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee of $425 shall cover five hours of soil testing report review and administrative handling. If additional review is necessary, the SFDPH shall bill the project sponsor for each additional hour of review over the first five hours, at a rate of $85 per hour. These fees shall be charged pursuant to Section 31.47(c) of the *San Francisco Administrative Code*. The SFDPH shall review the soil testing report to determine whether soils on the project site are contaminated with petroleum hydrocarbons at or above potentially hazardous levels.

Step 2: Preparation of Site Mitigation Plan

If, based on the results of the soil tests conducted, the SFDPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, the SFDPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the SFDPH, the SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the SFDPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Contaminated Soils

(a) specific work practices: If, based on the results of the soil tests conducted, the SFDPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, State, and federal regulations) when such soils are encountered on the site. If there are excavated materials containing over one percent friable asbestos, they would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to the SFDPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure 3

Hazards (PCBs and Mercury)

The project sponsor would ensure that building surveys for PCB- and mercury-containing equipment (including elevator equipment), hydraulic oils, fluorescent lights are performed prior to the start of renovation. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.

Mitigation Measure 4

Archeological Resources (Testing)

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5(a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes a historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented, the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (*Pub. Res. Code* Section 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains, and associated or unassociated funerary objects (*CEQA Guidelines* Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

G. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A *No Project Alternative* in which the project site would remain in its existing condition, with the existing buildings and parking lot.
2. A *Code-Conforming Alternative* that would conform to the land use controls of the site's current NC-3 zoning and 130-E height and bulk district without a PUD. This alternative

could include up to a maximum of 177 residential units and 14,000 sq.ft. of commercial space.

3. *A 200-Foot High West Tower Alternative* that would have the same number of units as the proposed project, however, the west tower would be 200 feet in height. This alternative would still require a height and bulk district reclassification.
4. *A Preservation Alternative* that would avoid the significant historical impacts of the proposed project and retain the existing architecturally historic buildings.

H. DETERMINATION

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Rick Cooper, for

Paul E. Maltzer
Environmental Review Officer
for
Dean L. Macris
Director of Planning

DATE April 6, 2007

Appendix B

Transportation Definitions

Roadway Classifications

The San Francisco Planning Department has developed a street hierarchy system for the City and County of San Francisco, in which the function and design of each street are consistent with the character and use of adjacent land. The major classifications in the Vehicle Circulation Plan of the San Francisco *General Plan* are:

- **Freeways:** Limited access, very high capacity facilities; primary function is to carry intercity traffic; they may, as a result of route location, also serve the secondary function of providing for travel between distant sections in the city.

- **Major Arterials:** Cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses.

- **Transit Conflict Streets:** Street with a primary transit function, which are not classified as major arterials but experience significant conflicts with automobile traffic.

- **Secondary Arterials:** Primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major arterial system.

- **Recreational Streets:** A special category of street whose major function is to provide for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational use than for traffic movement. The order of priority for these streets should be to accommodate: 1) pedestrians, hiking trails or wilderness routes, as appropriate; 2) cyclists; 3) equestrians; 4) automobile scenic driving. This should be slow and consistent with the topography and nature of the area.

- **Collector Streets:** Relatively low-capacity streets serving local distribution functions primarily in large, low-density areas, connecting to major and secondary arterials.

- **Local Streets:** All other streets intended for access to abutting residential and other land uses, rather than for through traffic: generally of lowest capacity.

In addition to the San Francisco Planning Department's roadway classifications, the freeways, major arterials, and transit conflict streets are included in the Congestion Management Program ("CMP") network and Metropolitan Transportation System ("MTS") network (see below).

Transit Preferential Streets

The Transit Preferential Street network classification system takes into consideration all transportation functions, and identifies the major transit routes where general traffic should be routed away from. There are two classifications of transit preferential streets: Primary Transit Streets, which are either transit-oriented or transit-important; and Secondary Transit Streets.

- **Primary Transit Street – Transit-Oriented:** Not major arterials, with either high transit ridership, high frequency of service, or surface rail. Along these streets, the emphasis should be on moving transit vehicles, and impacts on automobile traffic should be of secondary concern.

- **Primary Transit Street – Transit-Important:** Major arterials, with either high transit ridership, high frequency of service, or surface rail. Along these streets, the goal is to improve the balance between modes of transportation, and the emphasis should be on moving people and goods, rather than on moving vehicles.

- **Secondary Transit Street:** Medium transit ridership and low-to-medium frequency of service, or medium frequency of service and low-to-medium transit ridership, or connects two or more major destinations.

In general, it is City policy that transit preferential treatments should be concentrated on the most important transit streets, and the treatments applied should respond to all transportation needs of the street. For example, on streets that are major arterials for transit and not for automobile traffic, treatments should emphasize transit priority; on streets that are major arterials for both transit and automobiles, treatments should emphasize a balance between the modes. It is also City policy that automobile facility features (such as driveways and loading docks) should be reduced, relocated or prohibited on transit preferential streets in order to avoid traffic conflicts and automobile congestion.

Citywide Pedestrian Network

The Citywide Pedestrian Network is a classification of streets throughout the City used to identify streets devoted to or primarily oriented to pedestrian use. The main classifications are:

- **Citywide Pedestrian Network Street:** An inter-neighborhood connection with "citywide significance" includes both exclusive pedestrian and pedestrian-oriented vehicular streets. These streets include the Bay, Ridge and Coast trails, are used by commuters, tourists and the general public, and connect major institutions with transit facilities.

- **Neighborhood Network Street:** A neighborhood commercial, residential or transit street that serves pedestrians from the general vicinity. Some streets may be part of the Citywide network, but are generally oriented towards neighborhood-serving uses. Types include exclusive pedestrian and pedestrian-oriented vehicular streets. As part of the Neighborhood Network Street network, streets are classified as **Neighborhood Commercial Streets**, which are streets that are predominantly commercial use with parking and loading conflicts, or **Neighborhood Network Commercial Streets**, which are intra-neighborhood connection streets that connect neighborhood destinations.

In general, it is City policy that sufficient pedestrian movement space should be provided to minimize pedestrian congestion, sidewalks should be widened where intensive commercial, recreational or institutional activity is present, and efforts should be made to ensure convenient and safe pedestrian crossings at intersections.

Congestion Management Program Network

The CMP network is a network of freeways, state highways, major arterials and transit conflict streets (see Roadway Classifications, above) established in accordance with state Congestion Management legislation. As part of the CMP, the San Francisco County Transportation Authority is required to determine the level of service ("LOS") for the CMP network streets every two years. The LOS is based on the average travel speed for each roadway segment during both the AM and PM peak periods. The level of service standard is LOS E, except for roadway segments that operated at LOS F in 1991 (when the first study was performed). The CMP requires development of "Deficiency Plans" for any CMP-designated roadway that operates at LOS F. These plans include an analysis of the causes of the deficiency, a list of improvements that would have to be made to prevent the deficiency from occurring (including cost estimates), a list of improvements proposed as part of the plan, and an action plan for implementation of the improvements (including an implementation schedule).

The following are the most-recently determined travel speeds and levels of service for the CMP network streets in the vicinity of the project area for the weekday PM peak period (generally 4:00 to 6:00 PM). For the other CMP network roadway segments in the vicinity of the project site, no travel speed or level of service information is provided.

Roadway Performance - Weekday PM Peak Period

Roadway Segment	Direction	Travel Speed	LOS	Year Reported
I-80 - US 101 to Fremont	E	10.0	F	2004
I-80 - Fremont to Treasure Island	E	14.6	F	2004
I-80 - Treasure Island to Fremont	W	21.7	F	2004
I-80 - Fremont to US 101	W	13.8	F	2004

Metropolitan Transportation System Network

The MTS network is defined by the Metropolitan Transportation Commission ("MTC") as part of its Regional Transportation Plan. The MTS is a regional network of roadways, transit corridors and transfer points, identified by the MTC in the basis of specific criteria. The criteria identified facilities that provide relief to congested corridors, improve connectivity, accommodate travel demand and serve a regional transportation function. The State highways and major thoroughfares designated in San Francisco's CMP roadway network are all included in the regional MTS network. There are few instances in which the local CMP network is not identical to the MTS network due to differences in the criteria used to define each network.

Appendix C

Historical Architectural Resources

covers designated City Landmarks and buildings within Historic Districts. Article 11 rates buildings in downtown San Francisco for their architectural significance.

Here Today was one of the first major surveys of historic architectural resources in San Francisco, and is considered by the Planning Department an adopted local register of historical resources under CEQA because the findings of this survey were adopted by the Board of Supervisors. *Here Today* is a publication resulting from a five-year-long survey of historic buildings in San Francisco, San Mateo, and Marin counties conducted by the Junior League of San Francisco starting in 1968.

OTHER SURVEYS OF HISTORICAL RESOURCES

A number of surveys of historic resources have been completed in San Francisco by numerous organizations for a variety of reasons and often using different methodologies. A building not being included in one of these surveys does not mean that the building is not an historical resource. These surveys are routinely consulted as part of the Planning Department's historical resource evaluation.

San Francisco Architectural Heritage Surveys have been commissioned by the San Francisco Architectural Heritage (Heritage), the City's oldest non-profit organization dedicated to increasing awareness and preservation of San Francisco's unique architectural heritage. To date, Heritage has conducted a comprehensive survey, research and evaluation of the City's Downtown area, the Van Ness Corridor, South of Market, North of Market, Civic Center, Chinatown, and the Northeast Waterfront areas. The findings of the Downtown survey served as the genesis of the book *Splendid Survivors*, which lead to the creation of the City's Downtown Plan and Article 11 of the *Planning Code.*[1] In 1994, Heritage also completed an hist*oric Context Statement on the Neighborhood Development of San Francisco from 1890-1920 for the Inner Richmond District*. While conducting the Downtown survey, Heritage developed a rating system for its surveys. Heritage utilized an alphabetical rating system of A through D, with buildings of Highest Importance rated A and buildings of Minor or No Importance rated D.

1990 Unreinforced Masonry Building Survey is an architectural and historical survey of Unreinforce Masonry Buildings (UMBs) in San Francisco. In 1990, the Landmarks Preservation Advisory Board (Landmarks Board) completed *A Context Statement and Architectural/Historical Survey of Unreinforced*

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[1] Page, Charles Hall & Associates; and Michael Corbett, Splendid Survivors: San Francisco's Downtown Architectural Heritage, prepared for the Foundation for San Francisco's Architectural Heritage, San Francisco: California Living Books, 1979.

Masonry Building (UMB) Construction in San Francisco From 1850 to 1940. The survey examined more than 2,000 privately owned UMBs.

the *1976 Citywide Survey* is a citywide inventory of architecturally significant buildings that the San Francisco Planning Department conducted between 1974 and 1976. An advisory review committee of architects and architectural historians assisted in the final determination of ratings for the 10,000 buildings, which became an unpublished 60-volume inventory including both contemporary and older buildings. The inventory assessed architectural significance, which included design features, the urban design context, and overall environmental significance. The survey did not conduct background research nor include potential historical significance when rating a building. Typically, each building was numerically rated from a low level of importance indicated by the lowest rating of "-2" (detrimental) to a high rating of "5" (extraordinary). Buildings assigned a rating of "3" or higher represent approximately the best two percent of the City's architecture. Summary ratings of "0" to "2" are generally interpreted to mean that the property has some contextual importance. When completed, the *1976 Architectural Survey* was thought to represent the top ten percent of the City's architecturally significant buildings.[2]

It should be noted that these surveys have not been formally adopted and are not recognized by the San Francisco Planning Department as local registers of historic resources for CEQA purposes.

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[2] Planning Department, *San Francisco Preservation Bulletin No. 11: Historic Resource Surveys,* page 3. This survey was compiled by the San Francisco Planning Department, the result of a two-year survey funded by a Comprehensive Employment Training Act grant that inventoried the City's approximately 146,000 structures, and rated approximately 10,000 of them for visual or architectural appeal.

PLACE
POSTAGE
HERE

San Francisco Planning Department
Major Environmental Analysis
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Attn: Irene Nishimura, Environmental Planner
2004.0764E 1634-1690 Pine Street

PLEASE CUT ALONG THE DOTTED LINE

RETURN REQUEST REQUIRED FOR FINAL ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: Irene Nishimura, Environmental Planner
San Francisco Planning Department, MEA

Check one box: ☐ Please send me a copy of the Final EIR on a CD.
☐ Please send me a paper copy of the Final EIR.

Please send me a copy of the Final EIR.

Signed: ______________________________________

Print Your Name and Address in the Box Below